

FORMULA 1

HAMILTON EQUALS SENNA POLE TALLY

AUTOSPORT

LEWIS HITS CANADA FOR SIX

**Hamilton takes sixth
Montreal win...**

**...as charging Vettel
limits title damage**



PLUS MEEKE BENCHED
AFTER RALLY ITALY CRASH

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*Tests conducted by TÜV SÜD in June and July 2016 in 255/35-19 96Y.



Plenty of star drives behind Hamilton

ON A WEEKEND WHEN THE ODDS WERE ALWAYS

short on the memory of one legend of Formula 1 being invoked, it was gratifying that a second talisman of motorsport history came to mind.

One day after an emotional Lewis Hamilton received a 1987-style Ayrton Senna helmet in Montreal for equalling the great Brazilian's tally of 65 pole positions – in characteristically brilliant fashion – the Circuit Gilles Villeneuve played host to a drive of which the man immortalised in the venue's name would have been proud.

Max Verstappen's swashbuckling audacity in his mindblowing start and round-the-outside-at-Turn-1 manoeuvre was pure Villeneuve, and proved yet again that Red Bull's star is a force of nature. His race was disappointingly brief, but in its short duration it had denied us the Hamilton-Vettel battle the world had anticipated. But what a great recovery from the Ferrari team leader, as Hamilton sailed his Mercedes past the St Lawrence Seaway to a win of imperious ease.

Also pleasing were the drives of Verstappen's ex-Formula 3 rival Esteban Ocon and rookie Lance Stroll. Force India ace Ocon is shaping up as a topline of the future, while Stroll at last put in a solid drive to prove he *can* do it and chalk up his first points for Williams.

Both Ocon and Stroll are some way from breaking their win ducks, but elsewhere in the sport that's exactly what Ott Tanak did last weekend on Rally Italy, and Felix Rosenqvist in Formula E. Each proved the talent that those around them have long believed in.

But this weekend one of the biggest ducks of all is targeted: can Toyota end its Le Mans 24 Hours jinx? All eyes will be on the battle against Porsche this weekend, and you can read the exhaustive analysis of how it all pans out within these pages next week.



MPS

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Sutton Motorsport Images;
Bastien Baudin/Austral

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NIGEL ROEBUCK

Classy Kubica could come back

THE MUCH ANTICIPATED BATTLE between Mercedes and Ferrari vanished into the ether within seconds of the start, so – as a race – the Canadian Grand Prix was a somewhat pedestrian affair. Lewis Hamilton, very much having one of his ‘on’ weekends, had a car entirely to his liking, and was imperious on both Saturday and Sunday, pulling himself back to within a dozen points of Sebastian Vettel. “Excellent, Lewis,” said his race engineer on the slowing-down lap. “A walk in the park all weekend...”

So it was, but that was not, of course, what a full house Montreal crowd had wished to see. Six laps from the end Hamilton set the fastest lap, perhaps to keep from dropping off on a hot afternoon. “It’s a long race here,” he said, “and it feels like a very long race when you’re out there on your own.”

Had he not overdriven on what was a scruffy final qualifying lap, Vettel might have run Hamilton close for the pole, but he started second, and was expected to take a shot at Lewis into the first corner. As it was, though, a meteoric getaway took Max Verstappen into second place, and as he went by Vettel there was momentary contact, resulting in damage – that’ll be two hundred grand, please – to the Ferrari’s front wing. So ridiculous, these

current Formula 1 rules.

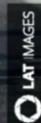
Once Sebastian had stopped to change it, on lap five, he was of course at the back, but a fine drive brought him through the field, and in fact the highlight of the day – from a racing point of view – came in the closing laps, when he remorselessly chased down the Force Indias, which were pressuring Daniel Ricciardo’s Red Bull for third place.

In this quest he was much aided by Sergio Perez, who had a while earlier been asked to let through his faster team-mate, Esteban Ocon, to allow *him* to take a run at Ricciardo. Given that it was promised that, should Ocon prove unsuccessful, their positions would be reversed again before the flag, this seemed a more than reasonable request, but Perez swiftly concluded that being a team player was not for him, and blocked every move his team-mate made. This allowed Ricciardo to move out of reach, and Vettel to catch – and pass – Ocon a couple of laps from the end. There may come a time when Esteban will remember this.

If this late-race skirmish brought excitement to the race that was much needed, in the paddock there were lots of talking points, far and away the most diverting of which was Robert Kubica’s recent



Hamilton was on imperious form throughout



low-profile run in a grand prix car, his first since a pre-season test for Renault in 2011 immediately before his appalling accident in a minor rally. Ye Gods, can it really be six years Formula 1 has been without the driver Fernando Alonso described as, “The most talented of all of us...”?

A couple of days before the clans gathered in Montreal, Kubica tested a 2012 Lotus, painted up in current Renault livery, at Valencia, and although he was somewhat guarded afterwards, saying the experience had made him ‘aware of what he had lost’, for the first time he expressed an ambition – previously thought out of reach – to return to what he so much loved.

Frequently in times past Kubica lamented that, while he could – and did – compete in rallies once again, the post-accident shape of his right arm made it impossible to contemplate driving an F1 car again: simply, it would be impossible for him to operate



Kubica feels he could drive in F1 competitively again, after testing 2012 Lotus at Valencia

MALCOLM GRIFFITHS

MALCOLM GRIFFITHS

properly in the tight confines of the cockpit.

Now, though, the arm has been straightened to a point that this is no longer a problem, and Robert was untroubled by it in the course of no fewer than 115 laps in the pre-hybrid 2.4-litre V8 car. What's more, he greatly impressed those who conducted the test: on hand, too, was Sergey Sirotkin, currently Renault's third and reserve driver, and I'm told that Kubica comfortably outpaced him, both over one lap and a full race distance.

It's undeniable that Robert adored rallying, but his real passion always lay with Formula 1, and he says that now he knows he can drive a car 'with good pace, and for an entire race distance' he can at least think about trying to return to what he thought gone forever. I can think of nothing in motor racing I would like to see more.

Close on the heels of it, though, would be something other than a Honda engine in the back of a McLaren. In Canada there was yet

“Kubica can at least think about trying to return. I can think of nothing in racing I would like to see more”

more farce, Alonso effectively missing FP1 and half of FP2, then retiring two laps from the flag when he and the team looked set to score their first championship point of 2017. On Thursday Fernando, whom McLaren are desperate to keep, said he would stay if the team was winning by September, and patently that ain't going to happen. At the same time Zak Brown said that the Japanese company seemed 'lost', and I don't believe that word was a slip of the tongue.

There had been hopes that Honda's updated engine would make its debut in Canada, but

it was decided that it was not ready, and I wonder if this was the final straw. All the beleaguered Yusuke Hasegawa could say was, "It's unfortunate that I can't convince them that we are going in the right direction..." Yes, but *when*, Hasegawa-San, *when*? In 1967, John Surtees said, his biggest frustration was trying to introduce an element of urgency into Honda's way of doing things. Fifty years on, little appears to have changed. Will Alonso drive a McLaren in 2018? I don't know, but – barring Act of God – it won't be a McLaren-Honda. ❄



WORLD RALLY CHAMPIONSHIP

Meeke's ousting for Po

KRIS MEEKE NEEDS TO BE CAREFUL WHAT he wishes for. He's pushed and pushed to get Andreas Mikkelsen into Citroen Racing and now, on the face of it, the Norwegian has robbed him of his seat for Rally Poland.

The reality is that Meeke has crashed once too often, forcing Citroen to do something about it. Sound familiar? It will to those old enough to remember 1994. That season was supposed to be Colin McRae's first full year of World Rally Championship action. Instead, it started badly, got worse and culminated in him being dropped for the 1000 Lakes Rally.

The Scot bounced back and won the title in emphatic style for Subaru the following year. There's nothing to say that Meeke won't do the same with Citroen next season.

Let's be honest, it can't come as a huge surprise that a driver mentored by McRae, who spent two years living with Lanark's most famous family, comes out as a bit of a crasher. Meeke might hail from the other side of the Irish Sea, but he's certainly taken a cut from that famous tartan McRae cloth.

Like the 1995 world champion, Meeke is unfamiliar with driving at much less than

ten tenths. But the big difference between McRae's '94 and Meeke's current situation is the car beneath them.

The Scot had a Subaru that was a match for everything around it in just about every possible condition. Meeke's Citroen is nothing like as competent. His shunts in Sweden and the first one in Argentina could both realistically be chalked up to the ill-handling C3 WRC. Only in Corsica this year have Meeke and his team-mate Craig Breen found genuine comfort behind the wheel of Paris's latest World Rally Car. And Meeke would likely have won on the French island had it not been for an oil-related engine failure.

Pretty much everywhere else, the car has kept its master on his toes. Wayward suspension and transmission settings have made the C3 unpredictable, narrowing the operating window dramatically. In short, it's only been Meeke who's been willing to put the car on that knife-edge and dance with the devil. Breen has come closer than fellow Citroen junior driver Stephane Lefebvre (a man enduring his own nightmare season) to finding anything resembling a C3 sweet spot and remains the team's highest points scorer so far this season.



AUSTRAL

Poland has echoes of McRae

But how has it gone so wrong? This was Citroën's big chance. It took a year off last season to fix up its new motor and bring the team back for a return to former glories. Pre-Monte, the Versailles squad was the clear favourite in the absence of Volkswagen.

One Mexican win aside, it's been a bit of a disaster. From the middle of last season, the team's budget was slashed as part of PSA's attempt to run a group-wide motorsport policy. The plan to unite Citroën and Peugeot is reckoned to have backfired, leading to a corrosive and troubled atmosphere.

You have to feel sympathy for team principal Yves Matton; it's hard to imagine he would have signed up for such a deal at the outset. And the same can be said for Meeke. If he could wind the clock back 18 months, he would doubtless snatch the pen out of Tommi Makinen's hand and sign on Toyota's dotted line in an instant. Instead, he's driven as hard as he can and the package of him and his Citroën has been caught short.

“His fault is an inability to wind back and bring it home”

The team wants him to “recharge his batteries” instead of competing in Mikolajki. Some chance. Meeke's batteries are never anything but fully charged. Maybe that's more of the problem. His fault is an inability to wind the thing back and bring it home. Instead he chases a throttle-led way around the problem. With Meeke on board, it would be impossible to look past Citroën as

a potential winner in Poland; like McRae, Meeke has the raw speed and natural ability to make things happen. Things like being the first British winner of Rally Finland, a rally you'll remember as the fastest in the sport's history.

Mikkelsen faces an unenviable task. He was eight minutes down on the leader in Italy as he sought comfort in a car that was utterly alien to his driving style, and will likely get a day of testing to dial the same C3 into some of the season's fastest and more fearsome roads. Brilliant as the Norwegian is, you can only see him struggling among the Polish lakes.

DAVID EVANS

Meeke crashed out early on last weekend's Rally Italy

FORMULA 1

PORTUGAL EYES NEW PLACE ON CALENDAR

THE OWNERS OF THE Algarve International Circuit have begun talks with Formula 1 about bringing back the Portuguese Grand Prix.

The race took place from 1984-96 at Estoril (below), and work was completed on the 2.9-mile Algarve circuit, 15 minutes' drive from Portimao, in 2008.

It is believed that the Portuguese government asked Algarve circuit bosses to explore the possibility of bringing F1 back to the country. Early talks have taken place between the track and new F1 owner Liberty Media.

The venue believes it has the necessary infrastructure, but understands that it is a competitive market; France returns to the calendar in 2018 after a 10-year hiatus, with a race at Paul Ricard, along with Germany.

The Portuguese economy is bouncing back after a tough period and the government is believed to be in a position to supply funds, if the fee is sensible.

While the Algarve circuit has never hosted a grand prix, it has been the venue for testing. There was one test in December 2008 and two in January '09, with Ferrari, McLaren, Toyota, Renault, Toro Rosso and Williams all running.

It was also the venue for Lando Norris's recent test of an F1 McLaren as part of the prize for his win in the 2016 McLaren Autosport BRDC Award.

LAWRENCE BARRETTO



LAT IMAGES



FORMULA 3

FIA PUTS FORWARD SPEC-CAR IDEA FOR FUTURE OF F3

DOUBT IS SWIRLING around the third tier of single-seater racing as the FIA seeks a resolution to the current conflict between the GP3 Series and the Formula 3 European Championship.

The two categories have been in clear competition since the launch of GP3 in 2010, and the new impetus to rationalise this level of the sport has been sparked by the governing body bringing the GP2 Series under its umbrella and renaming it Formula 2 for 2017.

Now we are in the incongruous position where Formula 1 is supported at its own events by F2 and GP3, with F3 racing elsewhere and umbilically linked to the DTM – hardly the MotoGP-style F1/F2/F3 show envisaged by FIA president Jean Todt and F1 sporting chief Ross Brawn.

A meeting last month of the FIA Single Seater Commission's Technical Working Group brought new revelations, with the FIA presenting a fresh concept for the future of F3 after the homologation period of the current cars and engines lapses at the end of 2019.

The concept flies in the face of F3's DNA, built up over seven decades, with a single chassis and single engine suggested.

The engine would boost power from the current 200bhp-plus to between 275 and 300bhp.

It should be stressed that this is only a proposal. It would need approval from the TWG – some members of which are F3 traditionalist diehards, who would regard F3's USP as the open competition of which it is the last bastion in junior single-seater racing – before being forwarded to the Commission and then the World Council.

But the absorption of GP2/F2 under the FIA framework means that F2/GP3 technical boss Didier Perrin now has a place on the TWG, and it is not inconceivable that GP3 could simply wrest the F3 name, as GP2 did F2. It should not be forgotten that F1 rights holder Liberty Media also controls F2 and GP3. We are also in the midst of a grid shortfall in both third-tier categories – with just five teams in F3 and six in GP3, any team defection from one series to another could effectively make the decision for the FIA.

Further complicating things is that the new generation of F3 car – whatever form that takes – is slated for 2020, with the current GP3 racer going on until the end of '18. F3's next generation could move one year forward.

MARCUS SIMMONS

BTCC

Racers saved by BTCC safety

Davenport in coma, Smith in trauma unit after massive qualifying pile-up on oil slick at Croft

B

ritish Touring Car Championship series director Alan Gow has said that the strength of the modern-day cars has helped save lives after two drivers were badly injured in an accident during qualifying at Croft last weekend.

Ford Focus racer Luke Davenport, who was in a medically induced coma as Autosport went to press, and Honda Civic exponent Jeff Smith were badly hurt in the multi-car accident at the ultra-fast Barcroft corner. Both had to be extracted from their cars. Factory Triple Eight MG pilot

Aron Taylor-Smith was also involved, and suffered a broken leg and concussion. Several other cars suffered significant damage in the accident.

Davenport has suffered multiple chest injuries, lung damage, a broken right leg, a broken pelvis, broken right arm and concussion. He has been placed in a coma to help with his respiration, and is expected to undergo surgery soon. Smith has multiple chest injuries, extensive shoulder injuries and concussion. He was released from intensive care on Monday night and placed in a trauma unit.

The accident occurred in wet conditions when Davenport ran wide at the Jim Clark Esses on his quick lap. As he rejoined the track, it ruptured an oil line underneath the car. Other racers, unsighted in the spray, slid off the road on the slippery surface. Davenport's car was hit in the driver's door by Smith, and Taylor-Smith cannoned into the side of Smith's car.

Taylor-Smith was at the track on Sunday. "What I do know is that the medical crews did an amazing job looking after us all," said the Dublin driver. "I remember coming round in the ambulance, and all of us owe a debt to the people who looked after us."

Gow said lessons will be learned from the crash, and he praised the strength of the modern BTCC cars. "The accident in itself was just a really unfortunate set of circumstances that couldn't have been avoided," he said. "It was a wet track, the cars were unsighted and there was oil on the track. It was the imperfect storm. If that accident had happened in a previous generation of British Touring Car, the outcome would have been a lot worse and a lot of the teams involved in the accident have said that too.

"In the NGTC [specification] cars that run in the BTCC now, we have put a lot more effort into moving the drivers further inward and there is more side protection. That played its part in protecting the drivers here."

Gow said that the damage to Davenport's and Smith's cars would be examined. "We will be carrying out a full engineering investigation on the impact to the cars and see what can be learned," he said. "The cars stood up fantastically well given the incredible violence involved. Clearly the strength of the integral crash protection did its job, but we never stop learning and never become complacent about safety."

MATT JAMES





GP3 SERIES Honda protege Nirei Fukuzumi led an ART Grand Prix 1-2-3 in the GP3 series' mid-season two-day test at the Hungaroring last week. Fukuzumi (above), the championship leader after winning the opening race at Barcelona last month, beat his team-mates Jack Aitken and George Russell to the fastest time of the test, with all three setting their best times on the morning of the second day. Campos Racing's final session topper Raoul Hyman and Arden International driver Leonardo Pulcini were fourth and fifth quickest at the Hungarian Grand Prix venue. Russell headed both sessions on day one. The next round of the season takes place at the Red Bull Ring on July 7-9.

FORMULA 1

Brawn leading study of 'raceable' F1 cars

FORMULA 1 CHIEFS HAVE STARTED a joint research programme with the FIA in order to allow cars to race more closely as concerns mount about overtaking during the 2017 season.

While Ferrari's resurgence has led to a close-fought battle at the front, there has only been one overtake for the lead of a race this season – when Lewis Hamilton passed Sebastian Vettel on faster-compound tyres during the Spanish Grand Prix.

F1 sporting boss Ross Brawn said at the Canadian Grand Prix that the difficulties of overtaking had been acknowledged. He added that a group of engineers he has employed are working on how to create cars that are able to race more closely as part of their wider role. He also expressed concern that there is such a big gap between the top three teams – Ferrari, Mercedes and Red Bull – and the rest of the field.

"If I'm honest, we've been very fortunate this year that we've had two

teams battling it out so strongly at the front, and I wouldn't like to claim any credit for that," said Brawn. "It has just been good timing, but I think with the real recognition that there has to be some work done to consolidate that for the future. There is a slightly worrying gap between the front and the middle of the field that we need to pay attention to.

"We are still starting to understand the behaviour of these cars with regard to how well they can race each other. We've just initiated our aerodynamic programme to have a look at the design and see what we can do in the future to make them more raceable. That is something we're doing with the FIA."

Brawn added that closer racing doesn't just mean an abundance of overtaking. "I don't want to call it an Overtaking Working Group," he said. "We are looking to create a group that can look at the design of the cars to make sure they are raceable."

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Crowds turned out for traditional pre-race scrutineering in Le Mans city centre

LEMANS 24 HOURS

Toyota favourite for Le Mans

TOYOTA HAS NO OPTION BUT TO concede that it is favourite for victory in this weekend's Le Mans 24 Hours, practice and qualifying for which kicked off yesterday (Wednesday). Yet the events of last year prove that things can turn around through the week of the race.

The Japanese manufacturer made the admission after the official pre-race test earlier this month when it ended up three seconds clear of Porsche, its only factory rival in LMP1. Twelve months before, however, it was far from confident, but it turned things around and would have won on pace but for a technical glitch with six minutes remaining.

Toyota struggled at the test in 2016. Its best time was nearly two seconds off the pace of the Audi at the top of the timesheets. Yet when it mattered in the race – particularly in the crucial hours on Sunday morning – its TS050 HYBRID was the fastest car.

"We ended up having a really fast car, which we didn't expect after the day of the test," said Toyota driver Anthony Davidson of last year's event. "We couldn't have dreamed of being in the position we were, but we did our homework after the test to bring ourselves back into it."

The comparison between 2016 and '17 may not be entirely relevant. Toyota was playing catch-up at the start of last season after switching to a new direct-injection V6 twin-turbo engine and to a lithium-ion battery energy-storage system. The same cannot be said this year of Porsche, and it's a well-proven package.

Porsche LMP1 team principal Andreas Seidl talked about there being "work to do" in the German manufacturer's camp straight after the test, admitting that it couldn't match Toyota's times. How much scope there is to squeeze more out of the latest iteration of the 919 Hybrid remains to be seen.

Nick Tandy, Le Mans winner in 2015, predicted that Porsche will be in the hunt at the double-points round of the World Endurance Championship this weekend.

"We're not going to be three seconds away," he said. "Yes, we are a little bit concerned about the pace of the Toyotas. We may have to go about the race from a strategy point of view rather than going flat-out and hoping we have the fastest car."

Tandy pointed out that outright pace will be just one of the factors that will come into play. "It looks like they [Toyota] have got a very slippery car," he said. "They look quick in the middle sector, which is the Mulsanne Straight effectively, so maybe if we've got more drag and downforce, then tyre wear may be in our favour. Pitstops, refuelling times, anything can happen. "We'll still be going at full force and flat-out. I'm sure it'll be close."

• Chevrolet was hit by a Balance of Performance change ahead of the start of practice and qualifying for this weekend's Le Mans 24 Hours. The GTLM Chevrolet Corvette C7.R has been given an air-restrictor diameter 0.2mm smaller than it ran at the official pre-race test earlier this month.

GARY WATKINS

IN THE HEADLINES

ALONSO AND RALF IN KARTING SPAT

Fernando Alonso and Ralf Schumacher got into a Transatlantic war of words last weekend. Alonso's kart track in Oviedo hosted a CIK-FIA European karting round, and Schumacher, whose KSM team was competing, said on the squad's Facebook page: "It feels totally wrong to race at a track like this. We destroy more material than you could imagine. On top of that we risk the health of our drivers." Alonso, in Montreal, replied: "He needs to tell his drivers to drive on the asphalt. The second thing is we cannot forget he has a go-kart circuit, and wanted to host the European championship."

MARQUEZ HEADS BARCELONA TEST

Honda's Marc Marquez topped the post-Catalunya Grand Prix MotoGP test at Barcelona on Monday. Yamaha rider Maverick Vinales bounced back from a disappointing race to finish 0.366s off Marquez, with the Tech3 Yamaha of Jonas Folger third. The test was skipped by GP winner Ducati and the satellite Aspar and Avintia teams.

KTM ADDS THIRD BIKE FOR KALLIO

KTM will expand to three bikes for next month's German GP and its home race in Austria in August. Test rider Mika Kallio will join regulars Pol Espargaro and Bradley Smith at the Sachsenring and Red Bull Ring.

BECKMANN SWITCHES TO MOTOPARK

German David Beckmann has switched from Van Amersfoort Racing to Motopark for the rest of the Formula 3 European Championship. The 17-year-old has failed to score points with VAR, and now lines up alongside championship leader Joel Eriksson.

LLOYD HEADS FROM BTCC TO TCR SEAT

BTCC refugee Dan Lloyd has joined fellow Brit James Nash in the Craft-Bamboo line-up for the remainder of the TCR International Series. Lloyd replaces ex-WTCC racer Hugo Valente, who has retired from racing, and took his SEAT Leon to a best finish of seventh on his debut outing at the Salzburgring last weekend.

STRANDBERG IN COOK'S OLD KITCHEN

Scandinavian Touring Car Championship racer Dennis Strandberg replaced MG-bound Josh Cook in the Team Parker/Maximum Motorsport Ford Focus for last weekend's round at Croft. The 23-year-old Swede claimed a best finish of 19th on his series debut.

BMW ADDS TWO MORE JUNIORS

Ex-Formula V8 3.5 racer Beitske Visser and GT up-and-comer Dennis Marschall have joined Formula 3 refugee Mikkel Jensen as BMW's new junior drivers for 2017. Dutchwoman Visser is a former protegee of Red Bull, while Marschall has been an Audi prospect in the marque's TT Cup and, this year, in an R8 LMS in the German GT Masters series. Jensen has already raced an M6 GT3 in the Blancpain Endurance Cup in 2017. They join Joel Eriksson, Ricky Collard and Nico Menzel on the scheme.

ROVANPERA SET FOR RALLY GB DEBUT

Finnish rally sensation Kalle Rovanpera will make his World Rally Championship debut on Rally GB in October. The 16-year-old has been granted a waiver from the Finnish government to take his driving test a year early, which means he could hold a road licence – provided he passes his test – from October 1. The plan is for him to contest five WRC rounds in 2018.



PROFILE

AGE 21

NATIONALITY British (Jersey)

OCCUPATION Vehicle Parts Advisor

RESULTS

2017 LMP3 Cup Championship

2016 British Formula 4, 17th

2015 MSA Formula, 18th

2014 Protyre Formula Renault, 8th

2013 Bouley Bay Hillclimb

KART RECORD HOLDER

2012 Jersey Rotax Karting

CHAMPION

2011 Jersey Junior Max Karting

CHAMPION



Jack Butel

SINGLE-SEATER GRADUATE JACK BUTEL AIMS to forge a career in European sportscar racing off the back of his first season in the UK LMP3 Cup Championship this year.

Butel is currently racing a Speedworks Motorsport-run Ligier JS P3 in the UK contest as he finds his feet in endurance racing.

For Butel, the arrival of LMP3 in the UK came at the perfect time for him to continue his career trajectory toward his ultimate goal: the Le Mans 24 Hours.

The 21-year-old isn't from a traditional motorsport background, having only begun karting at the age of 14. After a boyhood battle with ADHD, Butel found motorsport to be a calming influence. Supported by his father Derek – himself a former sand racer in his native Jersey – Butel quickly earned multiple successes in karting. He finished second in Jersey's Mini Max championship in 2010, before winning the Junior Max and Rotax titles back-to-back in 2011-12.

But it was success on a rather larger circuit that prompted him to move into car racing.

"There's a famous hillclimb [Bouley Bay] in Jersey and I'd always wanted to do it, so in 2013 I entered a senior kart and ended up breaking the record for the fastest run in one," says Butel. "That was when we started exploring

opportunities in car racing."

Butel organised a test with SWB Motorsport in a two-litre Formula Renault and impressed with his early times. He secured backing for the full season in 2014 and finished eighth in the championship, establishing himself within the top 10 toward the end of the season.

A move into MSA Formula – later to become FIA British Formula 4 – followed for 2015 and '16.

After three seasons in single-seaters though, Butel embarked on a new challenge for this year in LMP3. "My single-seater experience is very useful in the P3s as it taught me how to warm tyres and race with aero through fast corners," says Butel. "I went into LMP3 because my lap times in F4 were always very consistent, which is perfect for endurance racing."

Butel backed that point up by completing virtually his entire first race in the Ligier with lap times within a half-second range.

For next season, Butel's goal is to push into European sportscar racing, with either the European Le Mans Series or Michelin Le Mans Cup both on his radar.

"Racing in Europe is a big step up but it puts you in front of a lot of great teams and manufacturers to show what you can do," adds Butel. "The goal for me is Le Mans, so LMP3 is the best place to be at the moment."

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MotoGP memories

Experiencing Rossi-mania at close quarters was just one extraordinary, aural highlight from a 15-month stint covering MotoGP for Autosport

By Mitchell Adam, International Editor

[@DrMitchellAdam](#)

I'VE BEEN FORTUNATE ENOUGH TO ACQUIRE SOME fine sporting memories over the years. One of them is hearing Chilean football fans belt out their national anthem before a match against my country, Australia, at the 2014 World Cup in Brazil. It was sung with impressive gusto, then the music stopped and I assumed that was it. I was wrong. Unprompted and sans accompaniment, they belted through what must have been the second half of the song. It was immense.

In June last year it got a rival in the 'best-delivered-anthem' category: Italian fans before the Mugello MotoGP race. By 'Italian fans', I mean Valentino Rossi fans, who turn the circuit's green Tuscan hills into a sea of his fluoro yellow. They camp in the valley all weekend, blasting music, blowing horns and revving whatever engine they can find at all hours. They only stop to chant Rossi's name, cheer for other locals, boo rivals, or sing their nation's anthem. Pre-race, with a crowd nudging 100,000, the place is a cauldron of noise.

Rossi is MotoGP's biggest asset, but also its biggest looming challenge. He has redefined what it means to be a personality in motorsport. At 37 he is more popular than ever and there's a massive turnout of his fans even when you go to races in Spain, the home of Marc Marquez, Jorge Lorenzo, Dani Pedrosa and Maverick Vinales.

And he's still getting the job done, winning a pair of races last season and leading the championship earlier this year.

What happens when he retires? Barcelona was my last MotoGP event, and my Autosport swansong before leaving the UK, and nobody will care about that. But Rossi is MotoGP. He's not just part of the furniture; he's every utility, the floor, the ceiling and the walls. Without wanting to discredit their achievements, other riders have played the role of 'furniture' since Rossi arrived in 2000.

Rossi has a Yamaha contract until the end of 2018, and you shouldn't bet against him going around after he turns 40 in February '19. He will stop one day, though, and his VR46 team will probably graduate to MotoGP at some stage. But even then promoter Dorna has work to do to grow other personalities and avoid a drop-off in interest.

In the meantime, Rossi remains a key player in a thriving championship. It's hard to imagine a better time for MotoGP to have started appearing on the pages of Autosport than when it did in March 2016, after the best part of a decade on Autosport.com. A lot has happened in the past 15 months,

which I've been fortunate enough to document as Autosport's MotoGP correspondent. Nine riders won races last year. You would have had to go back more than 150 grands prix, to May 2007, to build a list that long. This year's tally, seven races in, is four winners and nine different podium finishers.

Marquez was simply outstanding in 2016 to win his third championship in four years, shaking off the end-of-'15 acrimony with Rossi and defying expectations and physics on his Honda. Lorenzo has left Yamaha to join sleeping giant Ducati. Vinales has gone from rapid Suzuki young gun to likely '17 champion with Yamaha. Cal Crutchlow won a pair of races, the first by a Briton since Barry Sheene's last wins in 1981. KTM has arrived, throwing considerable resource at a project surely headed for success. And the next crop of young riders is standing up in Moto3 and Moto2.

MotoGP has responded well to the financial crisis that led to a slump in the quality and quantity of entries around the turn of the decade. It looks after its independent teams and three of them have already taken podiums this year. But they

haven't all been happy days. Tunisian rider Taoufik Gattouchi died following a crash in the Losail 600 Cup support race at the 2016 Qatar GP, several months before Luis Salom's fatal Moto2 practice accident

at Barcelona. More recently, Nicky Hayden's death rocked the paddock. Hayden's '06 title triumph over Rossi was a key factor in Autosport's first step into covering MotoGP online, and he was fondly remembered at Mugello.

A nice display of photos from Salom's career lined the outside of the Barcelona media centre last weekend, and his accident in particular was a reminder of the risks riders face.

If you haven't seen Andrea Dovizioso's Ducati trying to throw him off over the crest at Mugello early in this year's race, find it online. Being able to watch riders trackside has always been a privilege, especially Marquez launching his Honda at — not into — a corner, the silky Vinales and the progress of Lorenzo with Ducati this year.

Autosport's decision to cover MotoGP was and is divisive. I'm sure many people will have already turned the page when they realised this was about 'those things with two wheels'. That's cool. Everything doesn't have to be everybody's bag. But MotoGP genuinely is a phenomenal variety of motored sport, especially the outlandishly-fun Moto3. If you've never given it a look, do yourself a favour. 🍀

“Rossi is MotoGP's biggest asset, but also its biggest looming challenge”



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FEEDBACK

Formula 1 should be all about creativity

When fans are asked if Formula 1 should be high tech, what does that mean? I've taken two surveys and have no idea. For me, F1 should be about creative engineering, design and close racing. And close racing *should not* be achieved with handicapping by ballast or restrictor plates. And not by sprinklers or inverted starts or any other phoney gimmick. Not even by risking people's lives by splashing fuel around during a pitstop.

I don't want to see the rules specify the design of the car. The FIA and F1 should not tell the designers what to build. Not the size of the wheels, the tyres, the brakes, the angle of the engine banks, the number of cylinders, the number or position of the driven wheels, or even the location of the engine.

Why can't the rules allow some creativity? Can anybody really spot the technology changes in the 2014-17 cars? What's the point of the rules requiring everyone to build the same car and engine, but in their own shops?

If you want that, just do what IndyCar has done and issue everyone with the same car and one of two identical engines. Then the teams can spend their money on the paint choices for their car and ever bigger motorhomes and hospitality units.

Let the rules set the maximum size of an imaginary box that the cars must fit into and require various safety and crash tests. Then set a limit on engine displacement (good for three years) and

let the bright young engineers design whatever they wish. I would love to see teams running really small turbo motors versus larger normally aspirated V8s. Or V12 Ferraris versus V10 Hondas. Everyone could build what suits their car or their brand image. Why should the rules decide whether an engine is a flat six, a V8 or an in-line four, five or six?

Be careful in assuming what 'F1 should be high tech' means in a survey. For me, 'high tech' is not possible if the rules design the cars and engines, no matter what sort of 'unobtainium' is used to build another identical V6.

Roger Wickersham
Norwalk, California

F1 needs cheaper engines

Nigel Roebuck rightly raises the subject of affordable engines in F1 (June 8). We have all seen manufacturers come and go in F1, but here we are still going strong, albeit in need of the different approach to marketing, etc that Liberty is addressing. The question is, does F1 actually need the manufacturers? Would Mercedes, Renault, even Ferrari really pull out if the hybrid engines were replaced by significantly cheaper engines available to all teams?

Nigel identifies Ilmor and Cosworth as potential engine builders. There must be others capable of the same if given the chance — many are ruled out of F1 due to the sheer costs of the design/



How about the return of the V12 to Formula 1?

development/production of the current units. Also, let the engine builders determine the number of cylinders rather than the FIA, thus allowing variations across the grid, particularly in terms of the noise.

We can only hope that a degree of realism enters the equation when the new regulations are being drawn up and that all teams can benefit from access to affordable, powerful, and reliable power units. I know the big teams will always be able to maximise the resources they have available, but with cheaper engines the rest of the grid can at least have more finances to develop their cars.

Neil Davey
Ivybridge, Devon

Renault deserves respect

Renault must wonder why they bother supplying engines to Red Bull. All Christian Horner does is complain. Does he not remember all those world championships they won due to the blown diffuser? That was only possible due to Renault's contribution.

Renault has a proud history in F1. First turbo. Pneumatic valves. Finest V10. Even when they withdrew, they allowed the V10 to continue to keep Williams and Benetton on track.

Nicholas Binns
Wirksworth, Derbyshire

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Hamilton on top a



s Ferrari toils

By Ben Anderson,
Grand Prix Editor

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LEWIS HAMILTON'S COMMANDING CANADIAN GRAND PRIX VICTORY WAS A vital step towards redressing the balance in the battle to be the 2017 Formula 1 world champion.

After the travails of Monaco two weeks earlier – where Sebastian Vettel won convincingly, Mercedes looked lost and Hamilton finished a lowly seventh – the Briton needed a big weekend in Montreal to get his F1 season back on track. He achieved just that, praising his Mercedes team for responding to a crushing defeat in Monte Carlo in a manner that put him firmly back into contention. Hamilton's performance, particularly during the intense final moments of qualifying that were key to the outcome of this race, was, as Mercedes team boss Toto Wolff put it, "stellar".

There aren't many drivers around who can trade blows with Hamilton at his best. Vettel is one of the privileged few – especially armed as he is with a Ferrari as superb as this year's SF70H. And although first-corner shenanigans with Max Verstappen's Red Bull prevented a full-blooded fight between Hamilton and Vettel in Montreal, the way Vettel recovered to within a sniff of a podium showed the true grit of a champion.

This sort of damage limitation is just as vital to a title challenge as the days when you are out in the lead and no-one can touch you. Vettel's strength in adversity ensured that he left Canada with his points lead only halved, when at one stage it looked as though it could disappear completely.

Verstappen's cameo

Vettel missed pole to Hamilton by three tenths of a second on Saturday, two of those tenths given away with a mistake at Turn 2. But Vettel's starts have been stronger since Ferrari made tweaks to its car for May's Spanish GP and he must have fancied his chances of hassling Hamilton on the short run to the first corner. The Ferrari didn't get a great launch off the grid, though. And, as Vettel followed Hamilton into the braking zone for the first left-hander, he found himself under attack from both sides – pincer between Valtteri Bottas's Mercedes on the left and Max Verstappen's Red Bull to the right.

Red Bull boss Christian Horner called Verstappen's rocket-like start from fifth on the grid "magic". If Verstappen sees a gap, you can bet he will fire himself into it with the carefree confidence of a go-kart racer.

He darted between Kimi Raikkonen's pedestrian Ferrari and Bottas, then attacked Vettel on the outside of Turn 1. But as Verstappen turned sharply across the bows of Vettel's Ferrari, the Red Bull's left-rear wheel connected with Vettel's right-front-wing endplate.

"I was focusing on Valtteri," Vettel said. "I didn't really have anywhere to go because Lewis was in front, so if I brake later then I run into Lewis. And then Max took his chance on the outside and ran over our front wing. I don't think he did it on purpose because normally you get a puncture, so in that regard he was lucky he didn't get one, but we had damage on the front wing we didn't notice initially. That's why we missed the slot to come in during the safety car and have a free pitstop."

Horner said that Verstappen didn't even feel the contact, which caused no damage to the Red Bull's tyre, and indeed Ferrari initially left Vettel out because it hadn't noticed any substantial loss of downforce on his car. But once the pack was back up to racing speeds after the safety-car period, called to clear the mess left behind by Carlos Sainz Jr's game of pinball with Romain Grosjean and Felipe Massa, the right part of Vettel's front wing disintegrated, so Ferrari had to call him in – unfortunately under racing conditions.

"The first lap of the race usually is quite messy because the tyres are cold, and especially today was windy," Vettel added. "I felt something out of Turn 6/7, and then there was a safety car. I asked to check, and behind the safety car it was so slow that you couldn't really feel the damage. Straight away [after the restart] I ran a bit deep into Turn 1 and felt I had an issue, and then again in 3, 4 and especially in 5, which is usually easy flat, I couldn't [stay flat], I had to lift."

Vettel pitted at the end of lap five of 70, which dropped him to the back of the 18-car field, more than 10 seconds adrift of the next car up the road – Pascal Wehrlein's Sauber. Meanwhile, having fended off a brief challenge from Verstappen's Red Bull at the restart, Hamilton was gradually stretching away at the front. At this stage, things were looking decidedly shaky for Vettel's championship advantage. >>



Hamilton begins to pull away after the restart, as Verstappen is under pressure from Bottas



The Vettel fightback begins

Vettel set about catching up to the pack and had just latched onto the back of Wehrlein when the battery on Verstappen's Renault engine failed at the start of lap 11. That promoted Vettel to 17th place, and he gained two more positions thanks to Marcus Ericsson and Jolyon Palmer pitting under the subsequent virtual safety car. The VSC period ended as Vettel was finishing his 13th lap and he immediately dispatched Wehrlein, before relieving Grosjean's repaired Haas of 13th place along the back straight next time around.

By the end of lap 18, Vettel had risen back into the points, passing Stoffel Vandoorne's McLaren, Daniil Kvyat's Toro Rosso and Nico Hulkenberg's Renault on consecutive laps to climb to 10th. Within nine more laps, Vettel had cleared Lance Stroll's Williams, Kevin Magnussen's Haas and Fernando Alonso's McLaren and was back up to seventh.

Vettel's recovery looked fairly serene, but he was fighting against residual damage from that earlier incident with Verstappen, which Ferrari estimated was costing two tenths per lap in lost downforce. "The car was not great," Vettel explained. "The pace was good but it was not the car I drove yesterday [in qualifying]. We saw the loss, but when you're racing so many cars you're full of adrenalin and you just get on with it. You adapt, but certainly it was not ideal."

**"The car was not great,
it was not the car that
I drove in qualifying"**

The road to recovery gets rockier

Vettel's next challenge was to join the race-long battle between Daniel Ricciardo's Red Bull, the Force Indias of Sergio Perez and Esteban Ocon, and the sister Ferrari of Raikkonen, which lost ground early on to that poor start and a wild moment on the grass exiting Turn 8, in which the Finn was lucky not to crash.

With Raikkonen struggling to make an impression on the Force Indias, and Vettel closing but having to go "full speed" on his clapped out super-soft tyres to do so, Ferrari opted to switch strategies. It brought both its drivers into the pits for fresher

ultra-soft tyres in a bid to allow them to attack the cars ahead at the end of the race, when their rivals' own rubber would be well past its best.

"They were very quick down the straights," said Vettel of the Force Indias. "I thought I might have a chance, but the problem

was they were, with Kimi, four cars in a train, and I was the fifth. It's very difficult because every car is giving the car behind a tow, so DRS or no DRS doesn't make much difference when you're fourth or fifth down the road.

"I had a similar pack of cars I fought through before, but obviously the [lap-time] delta was bigger and I was quite a bit faster, whereas there was only five, six tenths per lap [difference to the Force Indias] – not enough to do something. Maybe I should have pitted sooner. We talked about it on the radio. I wanted to have a sniff first and see if I could do something, but I couldn't."



LAT IMAGES



Vettel shows his champion's mettle

Raikkonen made his stop at the end of lap 41; Vettel's came at the end of lap 49, with Ferrari calculating that Vettel would catch back up to the cars ahead and have eight laps left to fight his way through to the podium.

Vettel trailed Raikkonen by a shade under seven seconds with 20 laps to go, but that gap was down to little more than two when Raikkonen's brake-by-wire system overheated and failed, >>

Vettel had to pit for a new front wing (top), and passed the squabbling Force India pair of Perez and Ocon (above) in the closing stages

QUALIFYING



AS QUALIFYING LAPS TO EQUAL YOUR FORMULA 1 HERO GO, THIS looked like a pretty special effort from Lewis Hamilton. But that's hardly a surprise. He's a special driver, just as Ayrton Senna was; the kind that makes the extraordinary seem normal. Nevertheless, it was still remarkable to behold the way Hamilton blitzed the opposition to claim the 65th pole position of his F1 career at the Canadian Grand Prix.

The lap he produced to equal Senna's career tally was an effort worthy of the Brazilian at his best. Hamilton receiving a replica 1987 Senna helmet to commemorate the occasion (he'll get the real one later) was a nice touch. He was visibly moved by the gesture and there was fitting symmetry to his achieving this milestone at the scene of his maiden F1 pole in 2007.

In the build-up to qualifying it didn't look as though he would get the chance to enjoy such a seminal moment. Ferrari looked totally in command through the key practice sessions, with Kimi Raikkonen topping Friday's second segment and team-mate Sebastian Vettel leading a Maranello one-two in Saturday morning's final FP3 session.

Mercedes looked on better form with Pirelli's troublesome ultra-soft tyre here than in Monaco, but Hamilton still trailed Vettel by 0.354s after FP3, so things didn't look particularly promising.

But Mercedes sprang into life when the engines were fully cranked up. Hamilton lapped below 1m12.9s for the first time all weekend in Q1

and never looked back. He was fastest of all in Q2 on a 1m12.496s before smashing through the 1m12s barrier to claim pole in Q3.

Hamilton took provisional pole with a 1m11.791s lap on his first run, before Vettel attempted to respond, falling short by just 0.004s thanks to a wild moment coming out of the Turn 6/7 chicane. Hamilton then lowered his own benchmark to a stunning 1m11.459s to seal pole, with what looked to be an almost perfect lap – super-smooth and no obvious mistakes.

Vettel unusually opted to make three runs in Q3 and shaved 0.006s off his own best time on the final one. That allowed the Ferrari driver to beat Hamilton's earlier Q3 best, but still left him 0.336s short of top spot. He lost two tenths in sector one compared to his second run. Without that mistake in Turn 2, it would have been much tighter at the top.

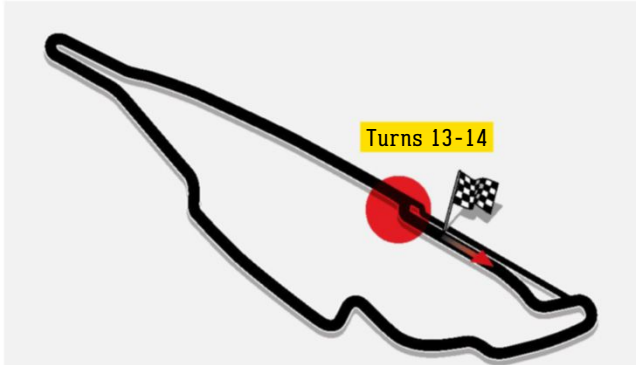
Valtteri Bottas was third fastest in the second Mercedes, fractionally quicker than Hamilton in Q1 and not far behind in Q2, but well beaten in Q3, finishing over seven tenths of a second down as he struggled with instability from the car as the pace ramped up. Friday pacesetter Raikkonen brushed the wall in Q1 and ended up fourth fastest overall after making a mistake at Turn 2 on his final run.

It was a disappointing day for the man who took pole in Monaco, but this day belonged to Hamilton, who yet again managed to dig deep and find that crucial something extra when he needed it most. This was undoubtedly Hamilton at his most Senna-esque.

“This was undoubtedly Hamilton at his most Senna-esque”



“RICCIARDO’S RED BULL IS NICELY COMPLIANT”



“STREET CIRCUITS ARE ALWAYS TRICKY – WHEN YOU’VE GOT run-offs with just a wall, that creates risk. Some high kerbs can unsettle the car if you hit them at the wrong angle; we normally run pretty low downforce here as well, so you have big speeds, big braking zones, a bit less grip, and it’s a low-grip surface – all these combinations make it a tricky track.”

Daniel Ricciardo summarises the challenge of Montreal’s Circuit Gilles Villeneuve rather well. It’s much more difficult than it looks, rewarding those with the confidence to attack its chicanes in low-downforce trim without worrying about the consequences.

Watching at the final chicane in FP1 and FP3, the Ferrari really stands out. The car changes direction quickly, rides the kerbs brilliantly, and both drivers have enough confidence to really nail the throttle early on the exit. The Ferrari is so good the drivers can make mistakes, bounce off the raised orange kerbs and still emerge to stick the landing.

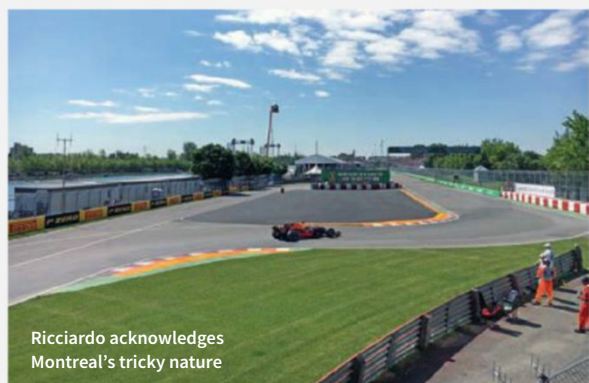
Ricciardo’s Red Bull looks nicely compliant too, but it’s not quite as agile as the Ferrari and lacks some punch off the corner. The Mercedes looks to be doing a much better job at riding bumps than it did earlier in the season, but it’s still more of a handful than the Ferrari or Red Bull, and Lewis Hamilton and Valtteri Bottas struggle to be consistent in FP3.

The works Renaults struggle for compliance over the kerbs, though Nico Hulkenberg looks more assured than Jolyon Palmer, who can’t seem to find any grip mid-corner.

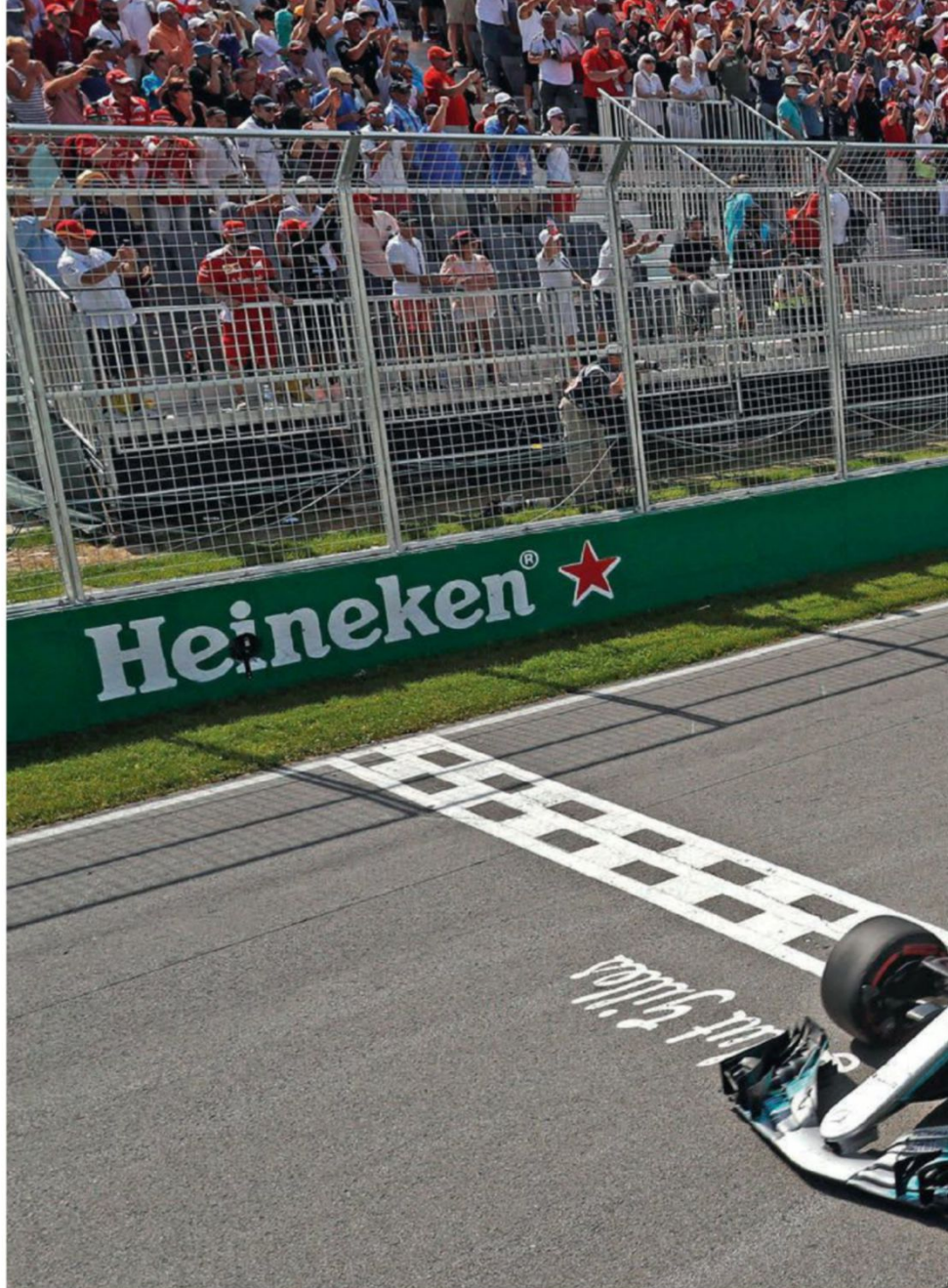
Williams usually does well on these low-drag tracks, but the car looks tricky to drive – quite stiff and requiring an extra downshift at the chicane to help with braking. Felipe Massa has way more confidence than rookie team-mate Lance Stroll, who struggles to commit to the entry with the same verve as his vastly more experienced team-mate.

The Force India looks quite lively, but just about on the right side of driveable. Circuit newcomer Esteban Ocon is particularly impressive in the way he attacks the track with controlled aggression, coming closest to smacking the so-called ‘wall of champions’ in FP3; staying *just* the right side of Montreal’s risk:reward ratio.

BEN ANDERSON



Ricciardo acknowledges Montreal’s tricky nature



sending him skittling across the escape road at the final chicane at the end of lap 60. This consigned Raikkonen to 10 laps of nursing his car home to the finish in seventh place and boosted Vettel back into the top six. Having just broken into the 1m14.9s for the first time in the race, Vettel now had to bridge the 5.2s deficit to Ricciardo’s third-placed Red Bull, which was struggling to lap quickly while hanging on to a set of well-worn soft Pirellis.

“I couldn’t really get anything out of the soft,” said Ricciardo, who was given the hardest compound to guarantee he could make the finish after stopping early on lap 18. “It was really hard to find the grip and quite easy to make a mistake.”

Perez’s super-soft-shod Force India was struggling to make any impression, but he refused to accede to requests to let team-mate Ocon – who had pitted 13 laps later than Perez and was on much fresher rubber – past to have a crack at the Red Bull.

If the Force Indias had worked together, Ocon might have reached the podium, but their squabbling allowed Vettel to home in and the Ferrari finally got its chance to attack at the end of lap 65, when Perez blocked Ocon’s attempt to overtake at the final chicane. Vettel got a run along the main straight and fired his Ferrari down Ocon’s inside at Turn 1, nearly losing control on the dirty line and almost rear-ending Perez too. It was impressively committed stuff from a driver with so much to potentially lose in the title fight.

“Full risk, full on – I wanted to get past, full stop,” said Vettel. “I was surprised because I was so much faster and I thought it should be straightforward to pass them, but it’s not just the tow effect with two cars in front of you, it’s also that the loss of downforce is quite big, so I was sliding quite a lot. They had a run at each other

Hamilton eased to his sixth F1 win in Canada, 19.7s ahead of Bottas



into Turn 13/14 and I focused on the exit. I just committed halfway down the straight and I said, 'I go down the inside no matter what.'

Ocon took to the escape road as Vettel made his move, and the dirt Vettel collected on his tyres led to a scruffy lap in the immediate aftermath. He "nearly went into the wall" in Turn 4 and "nearly spun" again at Turn 8, where he was forced to cut the chicane. That delayed his pass of the struggling Perez at the final chicane until lap 68, by which point Ricciardo had gained just enough breathing space to be safe in third. Vettel pressed on, and cut a 1m14.719s personal best on the final lap, but fell six tenths short of completing his recovery drive with a podium finish.

"I think we had pace to do more than P4 – a lap longer we could've been third," Vettel rued. "But would, could, should... I think Mercedes was very strong, but they were untouched and could control the race."

Mercedes cruises and collects

Mercedes absolutely maximised its own performance to come away from Canada with its first one-two finish of the season. Hamilton had little to do once Vettel dropped back and Verstappen dropped out, winning by almost 20s as Bottas leaked time on the soft tyre during his second stint. Hamilton pumped in the fastest lap of the race (a 1m14.551s) towards the end, which he said was more about collecting data for the engineers than simply doing it because he could. But to do it on tyres that were more than 30 laps

old only served to underscore his superiority.

Hamilton called this "the most powerful weekend we've had" and, although it's true that Mercedes ultimately went unchallenged in the race, the team was undoubtedly back on form after struggling so badly to get the ultra-soft tyre to work as it wanted in Monaco.

"People were working with the simulator – it ran 24/7 for 10 days in a row and nobody took a day off in that group," said team boss Toto Wolff of the transformation. "There are no silver bullets in this sport. It is about analysing the data and making conclusions. We looked at all areas – there was no stone left

unturned. It was aero, it was mechanical balance, it was set-up work, it was the tyres, the way the drivers drove the car."

Hamilton drove his brilliantly in Canada, but so too did Vettel, in far from ideal circumstances. And

while it was a shame not to see F1's two top title contenders go at it full-throttle for 70 laps – a fight Hamilton said he was "down for" before the start – it was possible to appreciate that both enjoyed a victory of sorts in this race.

Mercedes' one-two result delivered what Hamilton called a "great blow" to Ferrari in the championship, but Vettel's performance ensured that blow wasn't nearly as painful as it might otherwise have been. He lives to fight another day in this enthralling and titanic contest between two of F1's best. ✨

“There are no silver bullets in this, there was no stone left unturned”



RAIKKONEN'S RACE RUINED BY BRAKE PROBLEM

KIMI RAIKKONEN ENDURED a torrid afternoon in Canada, limping home in seventh after suffering a brake-by-wire failure late in the race.

The Finn made a poor getaway from fourth and dropped further back when he ran onto the grass at high speed at Turn 8, narrowly avoiding contact with the wall.

Ferrari switched to a two-stop strategy in a bid to use its superior pace in clean air. But as Raikkonen closed on the fourth and fifth-placed Force Indias, he encountered the brake problem. He managed the issue and gapped Renault's Nico Hulkenberg to salvage seventh.

"I had no brakes," Raikkonen said. "I was lifting. You could press the brake a little bit and slow down a little bit. If you tried to press a little harder, you had zero brakes. It's called a BBW system failure; it just failed and we couldn't recover. We need to check what it is but I guess it's to do with being hot on the brakes, some electronic problem.

"If this is a bad weekend for the team, then we take it, and have to do better next time. Sometimes it's like this."



Alonso suffers more misery on F1 return

McLAREN RACING DIRECTOR Eric Boullier declared Honda's performance "not good enough" after a late engine failure for Fernando Alonso denied McLaren its first Formula 1 point of 2017 at the Canadian Grand Prix.

On his return to F1 after missing Monaco to contest the Indianapolis 500, Alonso was running 10th with three laps to go when his engine lost oil pressure and he was forced to park his car.

Boullier described this as one of the lowest points of an already very difficult season.

"For the first time this season, running in 10th place within spitting distance of the flag, we dared to hope," he said. "OK, what we were daring to hope for were hardly rich pickings: a solitary world championship point for Fernando, who had driven superbly all afternoon, as he's driven superbly every race-day afternoon for the past two and a half years.

"But, after so much toil and heartache, even that single point

would have felt like a victory.

And then came yet another gut-wrenching failure. It's difficult to find the right words to express our disappointment. So I'll say only this: it's simply, and absolutely, not good enough."

Despite running in the points, Alonso was scathing about Honda's performance, saying its straightline deficit to rivals in Montreal was "dangerous". He found himself repeatedly overtaken by other cars having risen up the order by running a long first stint. Speed trap figures on race day put Alonso 16mph down on the benchmark 213mph achieved by Sebastian Vettel's Ferrari, with the second McLaren of Stoffel Vandoorne reaching 205mph.

Sunday's failure came at the end of a fractious weekend for McLaren-Honda that began with the team's executive director Zak Brown expressing "serious concerns" about Honda's F1 capability, and suggesting it was "lost". Honda refuted those claims and insists it is on the right development path.



Force India to review intra-team scrap after Perez and Ocon spark orders row

FORCE INDIA ADMITS THAT IT MAY NEED TO change the rules of engagement between its drivers following a team-orders controversy in Montreal.

Sergio Perez and Esteban Ocon were chasing third-placed Daniel Ricciardo in the closing stages of the race, but Perez couldn't overtake the Red Bull, which was struggling on the slowest tyre compound.

Ocon was on fresher super-soft tyres than Perez, having pitted 13 laps later, and felt that he could attack Ricciardo if given the chance.

Radio discussions took place about Perez allowing Ocon through. But with the team not going as far as ordering him to slow, and his conviction that he could get past Ricciardo, the duo lost ground and eventually dropped behind Sebastian Vettel into fifth and sixth.

Deputy team principal Bob Fernley conceded that Force India may need to revise its policy should similar circumstances arise again. When asked if he was frustrated that the team had lost its best chance so far this season of a podium, he said: "I am not really frustrated. I think we've just got to look at it. If we have to change the policy that's a separate decision. We have always allowed the drivers to race. We should not have recriminations on that. Our policy has been let them race and that's what we did."

Fernley also said the team would examine the battle after Ocon complained that Perez "wasn't fair" in the way he defended. "We have two drivers who are absolutely at the top of their game," Fernley added. "It's something we are going to have to look at, about how we control that."





LAT IMAGES

Verstappen rues 'crap' season after failure to finish

MAX VERSTAPPEN DECLARED HIS 2017 SEASON so far "crap" after retiring from second place in Canada.

Verstappen jumped from fifth on the grid to run second behind Lewis Hamilton, until his Red Bull suffered a suspected battery failure on lap 11 of 70.

Verstappen described his retirement to Dutch broadcaster Ziggo Sport as "completely crap, really". He added: "The start was great. I think it was the best start they ever had at Red Bull. But in the end you are still left empty-handed, so that sucks tremendously. I could have finished second."

Asked how he felt about Red Bull's prospects for the next race at Baku in Azerbaijan, Verstappen replied: "I don't care too much. The whole season has already been crap, with everything."

Red Bull boss Horner believes Verstappen will eventually feel more upbeat. "What he will see is the bigger picture, which is he is performing really well and the performance of the car is getting stronger," he said.

Red Bull still scored its third successive podium with Daniel Ricciardo taking third, and Horner was pleased with its chassis progress. "We've understood some of the correlation issues," he said. "We've learned which tools to trust and in which area. That's given a clear direction. We've definitely closed the gap."

Lowe: Stroll's first F1 points 'felt like a win' for Williams

CANADIAN F1 ROOKIE LANCE Stroll recovered from another difficult qualifying performance to deliver a mature charge through the field to ninth in his home grand prix.

Following his early-season issues, and criticism of Williams's decision to sign the Formula 3 champion, the

team's technical chief Paddy Lowe said the importance of the result should not be underestimated.

Lowe said: "It was only ninth, but it seriously felt like a race win because we know it has been a very, very difficult introduction to the sport for him."

Q&A

PADDY LOWE, WILLIAMS CHIEF TECHNICAL OFFICER



How important was that result for Lance?

"You couldn't overstate it to be honest, on so many different levels. Coming off the pit wall, with the instinct of how I felt, I started heading towards the

podium! We have all felt for him in the team, willing him to get better and make progress, and I think he went out there and showed that he could drive, the talent was there, the racecraft was fantastic. Those points didn't fall in his lap - he went and fought for them. The benefits are immeasurable - he is going to have much more confidence now that he knows what it takes."

Did we see the real Lance in the race?

"He just said he had good fun out there. You cannot drive well if you're not relaxed and enjoying yourself. I'm sure, whatever anyone might say, he has been under such huge pressure that it has to affect how well you can perform. You've seen those glimpses of his talent - he has performed really, really well to get here, and what has been frustrating is not being able to display that. But we saw it all on display in that race. Man of the match for me."

Did you see growing maturity in the way he raced?

"That is very much the best position we were going to get from 17th [on the grid] and he did it with the right sort of control. He did everything he needed to do. I think we've seen the real Lance there. And now hopefully we can see him more regularly."

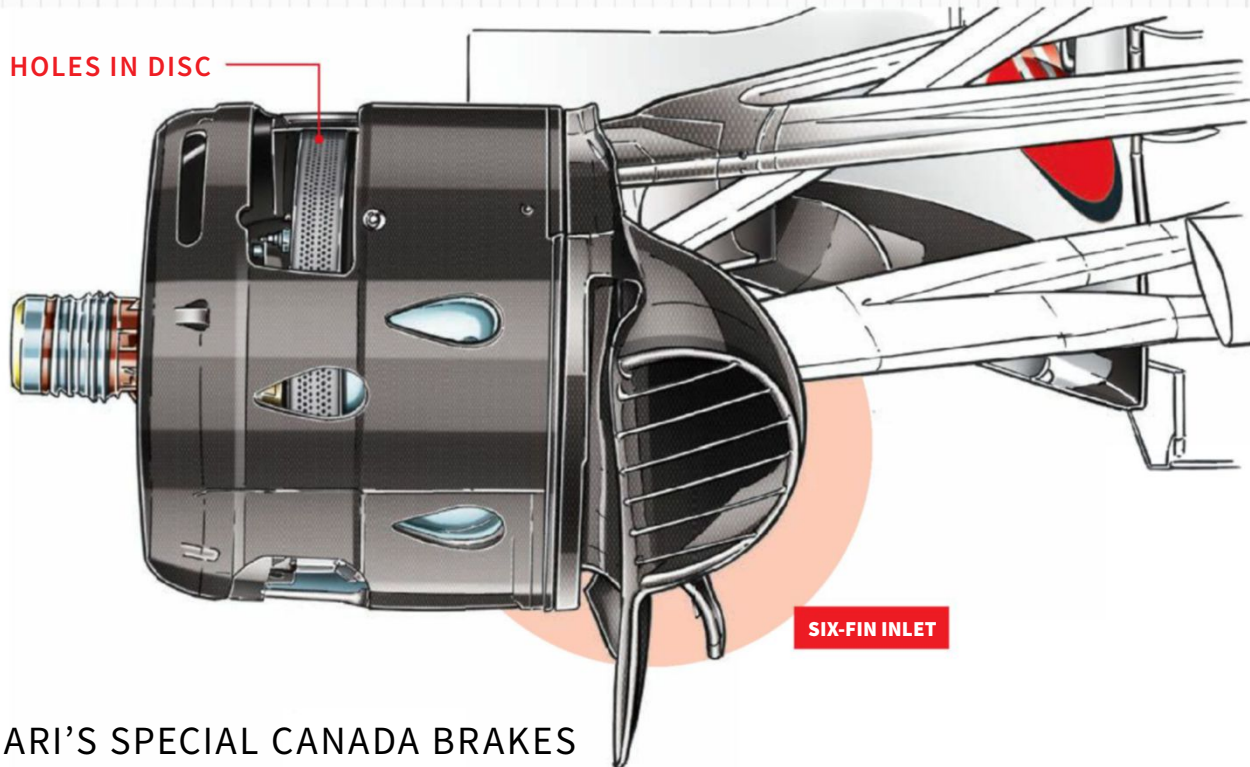




DRAWING BOARD
BY GIORGIO PIOLA AND GARY ANDERSON

The Circuit Gilles Villeneuve in Montreal is one of the hardest tracks for brakes on the Formula 1 calendar. Consistency in braking is everything to the drivers, so for the teams managing the brake cooling correctly is vital.

SMALL HOLES IN DISC



SIX-FIN INLET

FERRARI'S SPECIAL CANADA BRAKES

The Ferrari brake-duct system is a combination of efficient airflow through the duct while allowing some of the hot air to help heat up the front wheelrims to assist with front-tyre temperatures.

This is managed by the size of the slots in the ducts. The brake discs and pads will be running between 400C and 1000C. Above 1000C the carbon material wears a lot; below 400C the brakes don't

give the retardation required. The disc itself has an estimated 1300 small holes around its circumference. The cool airflow from the brake-duct inlet is forced through these holes, picking

up the hot air on the way. Most of this hot air passes through the opposite side of the duct, through the wheelrim spokes and out around the wheel's outside. Managed correctly, this

hot, turbulent airflow does not affect any of the downforce-producing devices. The duct inlet has six fins across it to help reduce the risk of tyre debris blocking the duct.

MERCEDES FOCUSES ON TYRE TEMPERATURE

The Mercedes front brake duct 'cake-tin' area looks more primitive than Ferrari's – but for good reason.

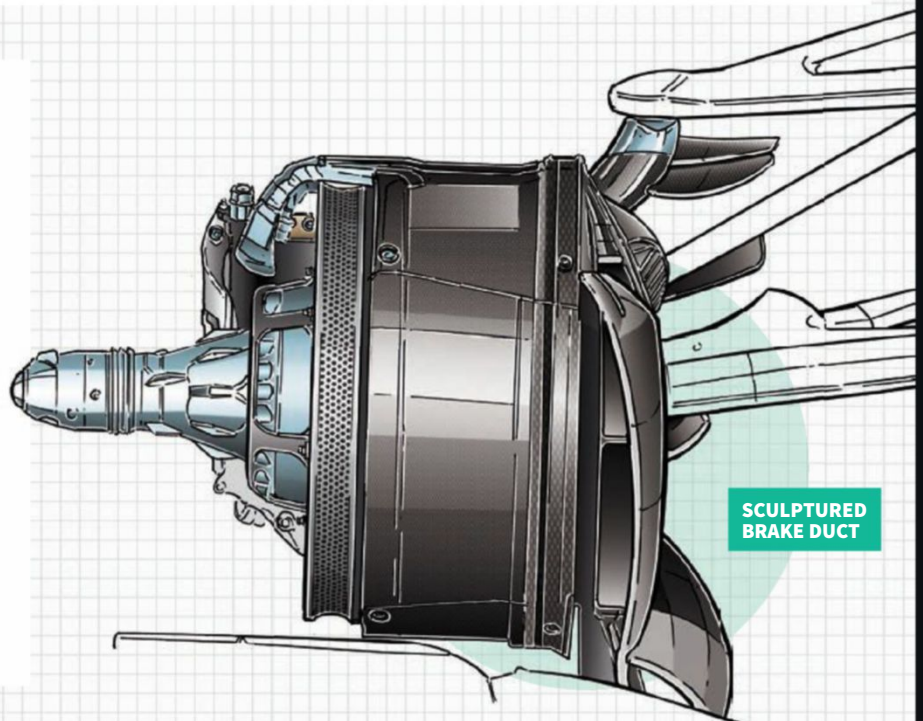
At most circuits this year, Mercedes has had problems generating sufficient front-tyre temperature. To address this the team has opened up the complete disc to the inside of the front-tyre rim. This will increase the rim heat, which in turn will warm up the air mass inside the tyre.

The disc bell allows lots of the cooling airflow to pass across the outer disc face,

straight through the wheel spokes and around the outside of the front tyre.

The inlet section of the Mercedes duct is more sculptured than the Ferrari design. As opposed to being just a big opening, it is working more in conjunction with the airflow that is being forced around the leading edge of the front tyre.

This should make it work more efficiently, as it will create less disruption to the airflow passing between the inside of the front tyre and the chassis.



SCULPTURED BRAKE DUCT



Sainz handed Baku penalty for ‘dangerous’ Canada collision

CARLOS SAINZ JR WILL TAKE A THREE-PLACE grid penalty into the Azerbaijan Grand Prix after colliding with Romain Grosjean and Felipe Massa on the opening lap in Canada.

The Toro Rosso driver moved across on Grosjean on the straight after Turn 2, causing contact that pitched Sainz into a spin approaching Turn 3. Out of control, Sainz clipped an innocent Massa and crashed violently into the barrier. Both were forced out of the race, while Grosjean pitted for a new front wing.

Grosjean said the move was “pretty dangerous” and added: “Luckily there wasn’t much more

happening in Turn 3 because it could have been pretty bad.”

But Sainz argued that the Haas driver was in his blindspot and he had no idea he was there. “If I look back now there’s actually nothing I could have done differently because when I checked my mirrors I never saw Romain on the right side,” Sainz said.

The stewards found Sainz to blame, saying his move was “careless and potentially dangerous”.

Massa, who spoke to Sainz after the incident, said: “Carlos said he was sideways because somebody touched him, and then I saw that on the TV. Then the only car he hit was me – it’s a shame.”

Hulkenberg points haul lifts Renault

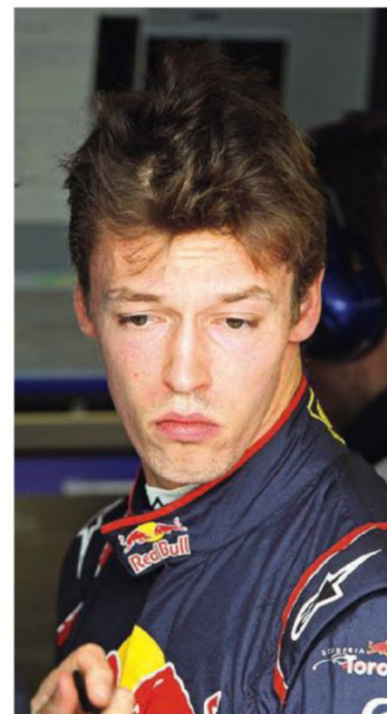
THE WORKS RENAULT looked a difficult beast to tame on Canada’s bumpy, slippery, low-downforce Montreal circuit, but Nico Hulkenberg still qualified inside the top 10 and lifted Renault clear of Haas into seventh in the constructors’ championship with a strong eighth-placed finish in the Canadian Grand Prix.

Hulkenberg gained from retirements for Felipe Massa and Max Verstappen. Although an early pitstop set Hulkenberg back into a brief battle with Lance Stroll’s Williams and Kevin Magnussen’s Haas, when the pitstops shook out Hulkenberg had risen back to eighth and eventually finished within two seconds of Kimi

Raikkonen’s brakeless Ferrari.

Team-mate Jolyon Palmer endured another poor qualifying session, but recovered to 11th in the race, finishing barely a second off the final points-

paying position. The Briton admits that he needs to avoid becoming distracted by Hulkenberg’s consistently strong form, while finding a way to lift his own level in qualifying.



Twice-rapped Kvyat calls F1 stewarding a ‘stupid circus’

TORO ROSSO DRIVER DANIIL Kvyat described Formula 1 stewarding as a “stupid circus” after receiving a double penalty in the Canadian Grand Prix.

Kvyat’s car failed to get away at the start of the formation lap, and he contravened the regulations by reclaiming 11th position on the grid. The rules only permit a driver who is slow away to return to their grid slot if they recover all lost positions by the first safety-car line, otherwise they must start from the pitlane.

Kvyat was given a drivethrough penalty, but the stewards later announced it should have been a 10-second stop-go penalty, so they made him take that too. “They have a job that is not so difficult in my opinion and they cannot do the job properly,” fumed Kvyat. “They were clearly sleeping in their office, so maybe they needed some coffee there.

“They should cancel this stupid rule. Who is this rule for? Are we taxi drivers here or Formula 1 drivers? I don’t understand this. It’s a circus, a stupid circus. Our team manager was for 10 laps arguing with the FIA that we shouldn’t get an additional penalty and they said, ‘No, sorry, we have this.’”

After Kvyat served the extra 10s penalty, a wheelnut problem caused a severe pitstop delay and prompted his retirement.

F1/CANADIAN GRAND PRIX RESULTS

STARTING GRID

1 Hamilton #44 1m11.459s	2 Vettel #5 1m11.789s	3 Bottas #77 1m12.177s	4 Raikkonen #7 1m12.252s	5 Verstappen #33 1m12.403s	6 Ricciardo #3 1m12.557s	7 Massa #19 1m12.858s	8 Perez #11 1m13.018s	9 Ocon #31 1m13.135s	10 Hulkenberg #27 1m13.271s	11 Kvyat #26 1m13.690s
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Race results / 70 laps – 189.686 miles

Fastest laps

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES	TIME IN PITS	POS	DRIVER	TIME	GAP	LAP
1	Lewis Hamilton	Mercedes	1h33m05.154s	70	●●	23.061s	1	Hamilton	1m14.551s	-	64
2	Valtteri Bottas	Mercedes	+19.783s		●●	22.946s	2	Vettel	1m14.719s	+0.168s	70
3	Daniel Ricciardo	Red Bull-Renault	+35.297s		●●	23.309s	3	Raikkonen	1m15.388s	+0.837s	59
4	Sebastian Vettel	Ferrari	+35.907s		●●●	54.941s	4	Alonso	1m15.853s	+1.302s	63
5	Sergio Perez	Force India-Mercedes	+40.476s		●●	23.229s	5	Bottas	1m15.894s	+1.343s	65
6	Esteban Ocon	Force India-Mercedes	+40.716s		●●	23.409s	6	Stroll	1m15.979s	+1.428s	64
7	Kimi Raikkonen	Ferrari	+58.632s		●●●	47.260s	7	Hulkenberg	1m16.136s	+1.585s	64
8	Nico Hulkenberg	Renault	+1m00.374s		●●	26.764s	8	Ricciardo	1m16.165s	+1.614s	67
9	Lance Stroll	Williams-Mercedes	-1 lap		●●	22.790s	9	Ocon	1m16.247s	+1.696s	68
10	Romain Grosjean	Haas-Ferrari	-1 lap		●●	31.256s	10	Magnussen	1m16.341s	+1.790s	65
11	Jolyon Palmer	Renault	-1 lap		●●	24.423s	11	Perez	1m16.367s	+1.816s	62
12	Kevin Magnussen	Haas-Ferrari	-1 lap		●●	28.869s	12	Palmer	1m16.704s	+2.153s	64
13	Marcus Ericsson	Sauber-Ferrari	-1 lap		●●	24.047s	13	Kvyat	1m16.713s	+2.162s	33
14	Stoffel Vandoorne	McLaren-Honda	-1 lap		●●	23.267s	14	Vandoorne	1m16.774s	+2.223s	69
15	Pascal Wehrlein	Sauber-Ferrari	-2 laps		●●●	1m15.959s	15	Grosjean	1m16.949s	+2.398s	58
16	Fernando Alonso	McLaren-Honda	66 laps-engine		●●	23.526s	16	Ericsson	1m16.995s	+2.444s	50
R	Daniil Kvyat	Toro Rosso-Renault	54 laps-wheelnut		●●●	2m04.462s	17	Wehrlein	1m17.091s	+2.540s	66
R	Max Verstappen	Red Bull-Renault	10 laps-battery		●	-	18	Verstappen	1m17.187s	+2.636s	9
R	Felipe Massa	Williams-Mercedes	0 laps-accident		●	-	19	Massa	no time	-	-
R	Carlos Sainz	Toro Rosso-Renault	0 laps-accident		●	-	20	Sainz	no time	-	-

WEATHER Dry, cloudy; track 43C, air 28C WINNER'S AVERAGE SPEED 122.265mph FASTEST LAP AVERAGE SPEED 130.853mph ● New ○ Used ● Ultra-Soft ● Super-Soft ● Soft ● Medium ● Hard ● Wet ● Intermediate

2

Lance Stroll scored the first two points of his F1 career. He's the third Canadian, and first non-Villeneuve, to do so

4

This was Lewis Hamilton's fourth 'grand slam' – pole, fastest lap, win, all laps led – in F1

6

Hamilton won the Canadian GP for the sixth time. Only Michael Schumacher has won more (seven)

14

This was the first time Felipe Massa has outqualified a team-mate in Canada in 14 attempts

20

Daniel Ricciardo was on the podium for the 20th time in his Formula 1 career

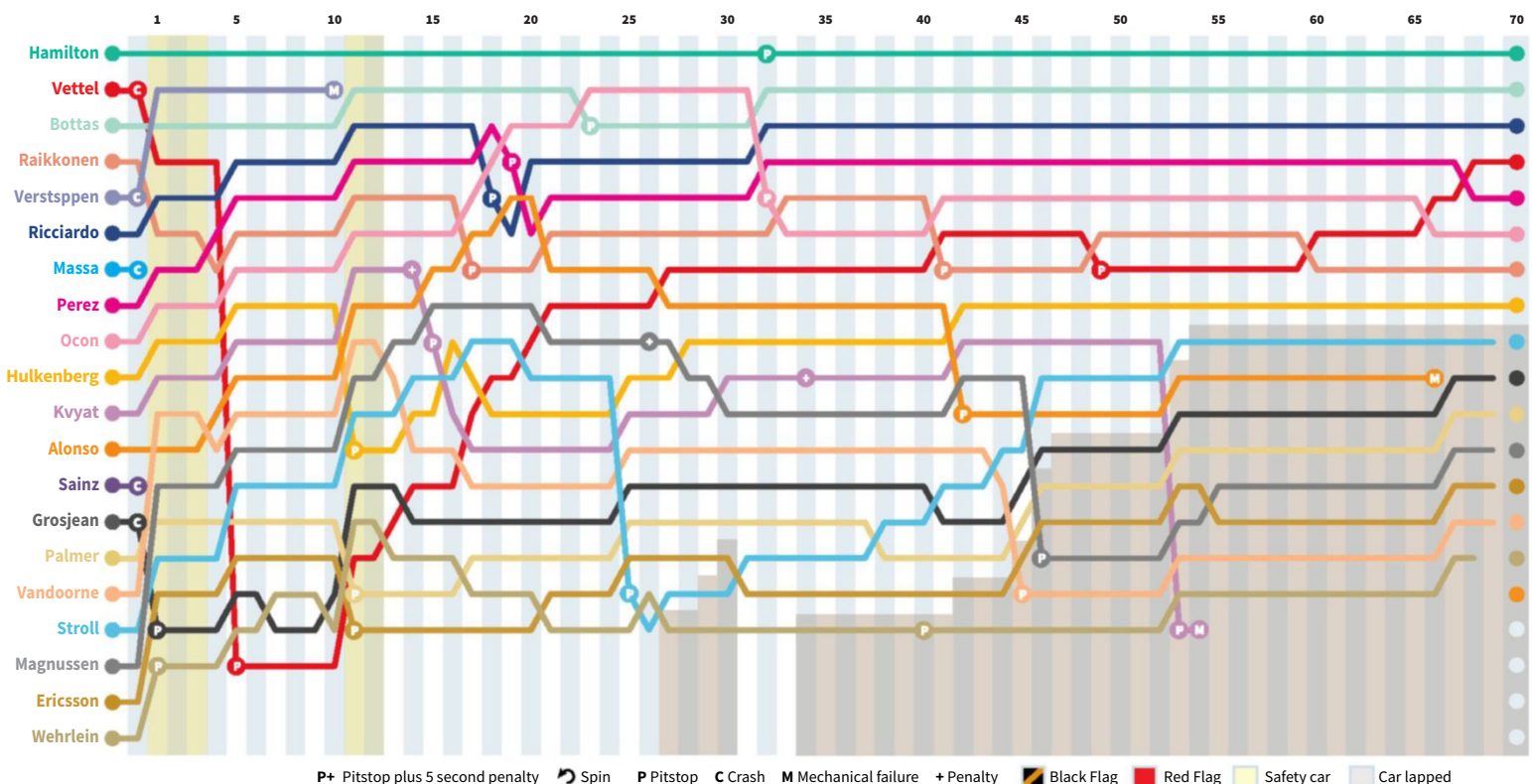
35

Hamilton now has 35 fastest laps in F1. Only Schumacher, Kimi Raikkonen and Alain Prost have more

65

Hamilton now has 65 pole positions, equal with Ayrton Senna in second in the all-time list

Lap chart / What happened, when





12 Alonso #14
1m13.693s



13 Sainz #55
1m13.756s



14 Grosjean #8
1m13.839s



15 Palmer #30
1m14.293s



16 Vandoorne #2
1m14.182s



17 Stroll #18
1m14.209s



18 Magnussen #20
1m14.318s



19 Ericsson #9
1m14.495s



20 Wehrlein #94
1m14.810s

Qualifying 1

POS	DRIVER	TIME
1	Bottas	1m12.685s
2	Hamilton	1m12.692s
3	Vettel	1m13.046s
4	Verstappen	1m13.177s
5	Massa	1m13.435s
6	Perez	1m13.470s
7	Ocon	1m13.520s
8	Ricciardo	1m13.543s
9	Raikkonen	1m13.548s
10	Alonso	1m13.669s
11	Grosjean	1m13.780s
12	Kvyat	1m13.802s
13	Hulkenberg	1m13.804s
14	Palmer	1m13.990s
15	Sainz	1m14.051s
16	Vandoorne	1m14.182s
17	Stroll	1m14.209s
18	Magnussen	1m14.318s
19	Ericsson	1m14.495s
20	Wehrlein	1m14.810s

Qualifying 2

POS	DRIVER	TIME
1	Hamilton	1m12.496s
2	Bottas	1m12.563s
3	Raikkonen	1m12.580s
4	Vettel	1m12.749s
5	Verstappen	1m12.751s
6	Ricciardo	1m12.810s
7	Massa	1m13.012s
8	Perez	1m13.262s
9	Ocon	1m13.320s
10	Hulkenberg	1m13.406s
11	Kvyat	1m13.690s
12	Alonso	1m13.693s
13	Sainz	1m13.756s
14	Grosjean	1m13.839s
15	Palmer	1m14.293s

Qualifying 3

POS	DRIVER	TIME
1	Hamilton	1m11.459s
2	Vettel	1m11.789s
3	Bottas	1m12.177s
4	Raikkonen	1m12.252s
5	Verstappen	1m12.403s
6	Ricciardo	1m12.557s
7	Massa	1m12.858s
8	Perez	1m13.018s
9	Ocon	1m13.135s
10	Hulkenberg	1m13.271s

Race briefing

GRID PENALTIES

WEHRLIN Five-place penalty for replacement gearbox, then required to start from pitlane following rear-wing change

RACE PENALTIES

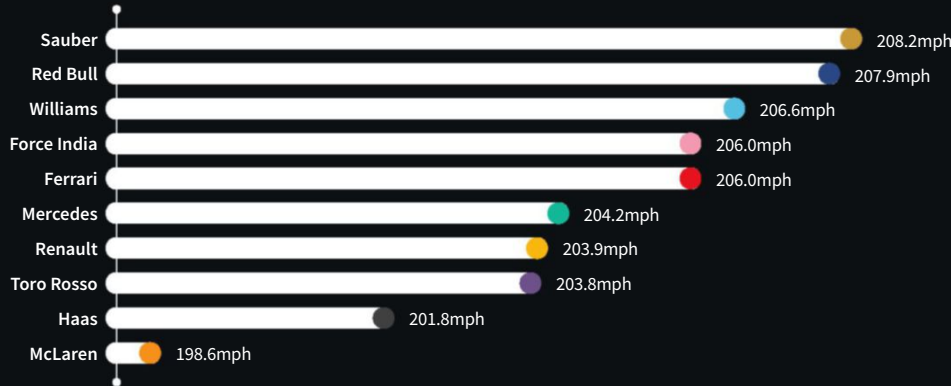
KVYAT Drive-through penalty for not recovering grid position by first safety-car line, then 10s penalty for same offence

MAGNUSSEN 5s penalty for overtaking under virtual safety car

WEATHER Dry, sunny; track 39C, air 26C

SPEED TRAP

Fastest for each constructor in qualifying



Free practice 1

POS	DRIVER	TIME
1	Hamilton	1m13.809s
2	Vettel	1m14.007s
3	Bottas	1m14.046s
4	Raikkonen	1m14.230s
5	Perez	1m14.578s
6	Ocon	1m14.785s
7	Verstappen	1m14.861s
8	Massa	1m15.106s
9	Ricciardo	1m15.441s
10	Kvyat	1m15.658s
11	Vandoorne	1m15.943s
12	Magnussen	1m16.233s
13	Stroll	1m16.313s
14	Grosjean	1m16.345s
15	Hulkenberg	1m16.473s
16	Alonso	1m16.521s
17	Ericsson	1m16.805s
18	Palmer	1m17.004s
19	Wehrlein	1m17.606s
20	Sainz	no time

Free practice 2

POS	DRIVER	TIME
1	Raikkonen	1m12.935s
2	Hamilton	1m13.150s
3	Vettel	1m13.200s
4	Bottas	1m13.310s
5	Verstappen	1m13.388s
6	Massa	1m14.063s
7	Alonso	1m14.245s
8	Ocon	1m14.299s
9	Kvyat	1m14.461s
10	Perez	1m14.501s
11	Grosjean	1m14.566s
12	Hulkenberg	1m14.604s
13	Sainz	1m14.621s
14	Magnussen	1m14.676s
15	Ricciardo	1m15.072s
16	Palmer	1m15.127s
17	Stroll	1m15.240s
18	Ericsson	1m15.611s
19	Vandoorne	1m15.624s
20	Wehrlein	1m16.308s

Free practice 3

POS	DRIVER	TIME
1	Vettel	1m12.572s
2	Raikkonen	1m12.864s
3	Hamilton	1m12.926s
4	Verstappen	1m12.965s
5	Bottas	1m13.210s
6	Hulkenberg	1m13.493s
7	Massa	1m13.527s
8	Ricciardo	1m13.545s
9	Ocon	1m13.635s
10	Sainz	1m13.667s
11	Kvyat	1m13.788s
12	Alonso	1m13.885s
13	Perez	1m13.956s
14	Grosjean	1m13.994s
15	Palmer	1m14.102s
16	Vandoorne	1m14.228s
17	Magnussen	1m14.392s
18	Stroll	1m14.409s
19	Ericsson	1m14.883s
20	Wehrlein	1m14.965s

WEATHER Dry, cloudy; track 27C, air 21C

WEATHER Dry, cloudy; track 34C, air 23C

WEATHER Dry, sunny; track 30C, air 19C

SEASON STATS

Drivers' championship

1	Vettel	141
2	Hamilton	129
3	Bottas	93
4	Raikkonen	73
5	Ricciardo	67
6	Verstappen	45
7	Perez	44
8	Ocon	27
9	Sainz	25
10	Massa	20
11	Hulkenberg	18
12	Grosjean	10
13	Magnussen	5
14	Wehrlein	4
15	Kvyat	4
16	Stroll	2
17	Palmer	0
18	Ericsson	0
19	Alonso	0
20	Giovinazzi	0
21	Vandoorne	0

Constructors' championship

1	Mercedes	222
2	Ferrari	214
3	Red Bull	112
4	Force India	71
5	Toro Rosso	29
6	Williams	22
7	Renault	18
8	Haas	15
9	Sauber	4
10	McLaren	0

Wins

Hamilton	3
Vettel	3
Bottas	1

Fastest laps

Hamilton	4
Raikkonen	2
Perez	1

Pole positions

Hamilton	4
Bottas	1
Raikkonen	1
Vettel	1

Qualifying battle

HAM	4	3	BOT
RIC	3	4	VER
VET	6	1	RAI
PER	6	1	OCO
STR	0	7	MAS
VAN	0	6	ALO
VAN	0	1	BUT
KVY	3	4	SAI
GRO	4	3	MAG
HUL	7	0	PAL
ERI	1	4	WEH
ERI	2	0	GIO

Hamilton's perfect weekend

Equalling Ayrton Senna's tally of pole positions was just one high point
 By Ben Anderson, Grand Prix Editor

[@BenAndersonAuto](#)

MERCEDES



10 LEWIS HAMILTON
 Mercedes used the ultra-soft tyre much better here, particularly on Hamilton's car, and the result was a mega qualifying lap – worthy of equalling Senna's career tally. He was briefly threatened by Verstappen at the start, but otherwise Hamilton's race was straightforward after Vettel's setback.

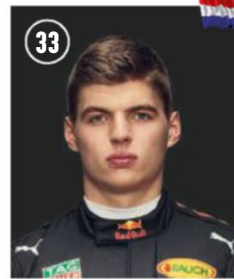


7 VALTTERI BOTTAS
 Bottas has a great record in Canada, but he lacked confidence on the ultra-soft tyre. Differences in pressures explained only part of the gap to Hamilton in Q3. Verstappen's exit handed Bottas second in the race, where a stint on the slowest compound exaggerated the final 19.783s deficit to Hamilton.

RED BULL



8 DANIEL RICCIARDO
 Considering he lost Friday's second practice session to an engine problem, Ricciardo was pleased to end up only 0.154s behind his team-mate in qualifying. Race was unspectacular but he took full advantage of Raikkonen's poor start and Vettel's and Verstappen's misfortunes to bag a podium.



10 MAX VERSTAPPEN
 Red Bull is improving, but the Renault engine is still a knife in a gunfight in Q3, so fifth was the maximum realistically possible. Verstappen only did 10 laps in the race, but they were brilliant. Was lucky to avoid a puncture in audacious pass of Vettel, but deserved that break and was cruelly robbed.

FERRARI



9 SEBASTIAN VETTEL
 Vettel and Hamilton were on a different level in qualifying, but Vettel loses half a mark for dropping two tenths at Turn 2 on his final run. The start wasn't great either, which cost two places and led to contact with Verstappen. Loses another half-mark for that. Was excellent thereafter, though.



6 KIMI RAIKKONEN
 Was faster than Vettel initially in Q3, but couldn't match him through sectors two or three at the death and messed up at Turn 2, letting Bottas squeak ahead. Fell behind both Red Bulls at the start and lost another place to Perez after almost crashing on lap four. Led Ferrari's late charge until the brakes failed.

FORCE INDIA

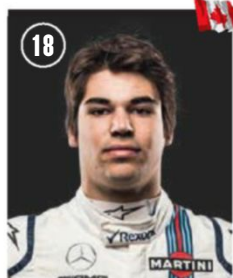


8 SERGIO PEREZ
 Practice was a bit messy, but he pulled things together when it mattered and maintained a narrow edge over Ocon through qualifying. Spent 40 laps waiting for a mistake from Ricciardo that never came in the race. His determination to thwart Ocon allowed Vettel to disrupt and Ricciardo to escape.



9 ESTEBAN OCON
 An impressive Montreal debut for Ocon – faster than Perez in practice and pushed him hard in qualifying. Ultimately needed Perez's cooperation to threaten Ricciardo's podium finish. That Perez had to get his elbows out while placing Force India into a team-orders quandary shows how Ocon is progressing.

WILLIAMS



7 LANCE STROLL
 Stroll is marked down for getting nowhere near the potential of the Williams in practice or qualifying, but he drove a very accomplished race to score his first points in F1. Worked his way through the field, and wasn't far off the pace of Ricciardo, the Force Indias and Hulkenberg in the final stint.



7 FELIPE MASSA
 Williams had the fastest midfield car in Canada and Massa was the only midfielder to lap below 1m13s in qualifying, but it's difficult to judge him when his team-mate's Saturday form is so poor. Fell behind the Force Indias and Hulkenberg at Turn 2 after the start, and was an innocent victim of Sainz's crash at Turn 3.

McLAREN



5 STOFFEL VANDOORNE
 Vandoorne seemed to revert to his disappointing pre-Monaco self. He struggled to get the tyres working, wasn't very confident in his car, and dropped out in Q1 again. Started the race well, but coped less well than Alonso with Honda's lack of fuel efficiency and grunt and lost out to Ericsson's Sauber too.



9 FERNANDO ALONSO
 Alonso monstred the McLaren-Honda into the top 12 in Q2, despite its lack of power and driveability. He is, as McLaren puts it, a "machine", which he showed yet again in the race. Just about dodged the Turn 3 chaos, coped admirably with Honda's deficit, and deserved the point that engine failure cruelly denied him.

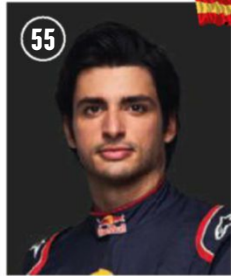
Mercedes got the ultra-soft working better



TORO ROSSO

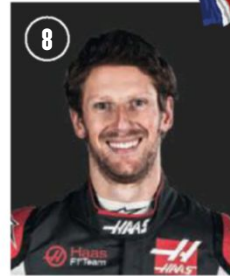


7 **DANIIL KVIYAT**
Kvyat felt 11th was the STR12's limit in qualifying, and didn't reckon smacking the wall on cold tyres in Q2 after being held at the weighbridge cost him a realistic Q3 shot. Started illegally from his grid spot, but shouldn't have been penalised twice for it. Still had a sniff of a point until a wheelnut problem stranded him.

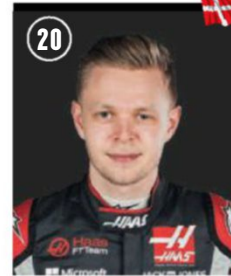


5 **CARLOS SAINZ JR**
Took time to build confidence after losing FP1 to an engine problem. Felt yellow flags in Q2 cost him a 1m13.5s lap that would have beaten Kvyat to 11th. Gets marked down severely for squeezing Grosjean off the track exiting Turn 2 after the start and triggering a massive shunt, which earned him a penalty.

HAAS

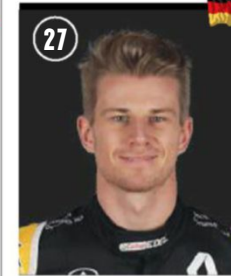


7 **ROMAIN GROSJEAN**
Once a faulty brake system was fixed, Grosjean hit his stride and was faster than Magnussen, though puzzled to get "no grip at all" in Q2. Somehow escaped lap-one Sainz collision with only front-wing damage, completed the rest of the race on one set of tyres and bagged the final point when Alonso stopped.

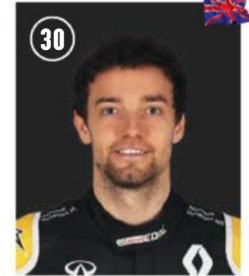


6 **KEVIN MAGNUSSEN**
Unhappy that traffic cost him again in qualifying, where he was way off Grosjean and out in Q1. Haas plans to use spotters in future. Magnussen started the race well, but was penalised for passing Vandoorne under the VSC. Beat the McLaren-Honda but points were beyond reach.

RENAULT

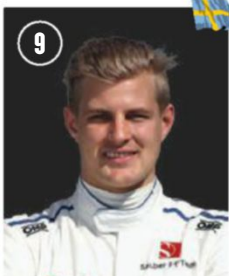


9 **NICO HULKENBERG**
The Renault wasn't brilliant here in low-downforce configuration, but Hulkenberg hustled it into the top 10. Drove a strong race too. Early pitstop sucked him back into Stroll's territory, but the race came back to Hulkenberg later on, and he wasn't too far off beating Raikkonen's hobbled Ferrari.



5 **JOLYON PALMER**
Palmer lapped within two tenths of Hulkenberg in Q1, but an unexplained loss of grip and a gearbox glitch worth two tenths ballooned that gap to almost a second in Q2. Palmer lost a couple of places amid lap one's chaos and basically spent his whole race struggling to overcome Grosjean's Haas.

SAUBER



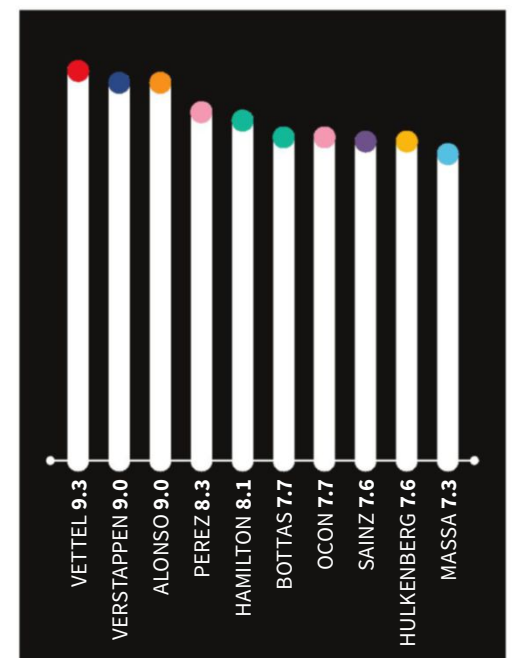
8 **MARCUS ERICSSON**
For some reason Sauber's full update package is not translating to lap-time gains on smoother tracks and the ultra-soft tyre. Still, Ericsson wasn't too far away from picking off Magnussen in Q1 and was well ahead of Wehrlein. Raced well too - miles clear of Wehrlein and picked off Vandoorne's McLaren.



5 **PASCAL WEHRLIN**
Stuffed his car into the Turn 1 wall in Q1, overdriving trying to make up the yawning gap to the teams ahead, and ending up only with his own yawning gap to team-mate Ericsson. That continued in the race, where Wehrlein used an older-spec replacement rear wing, and struggled to manage his tyres.



TOP 10 AVERAGE RATING



Vindication for Tanak

Markko Martin's protege Ott Tanak has had a rollercoaster career, but in Sardinia he finally put his dramas behind him

By David Evans, Rallies Editor

🐦 @daviddevansrally



A little over a decade ago, Ott Tanak met fellow Estonian Markko Martin for the first time. As his country's first World Rally Championship event winner, Martin was a godlike figure in Tanak's world. But that didn't stop him rejecting Martin's suggestion that he should take part in a search-for-a-driver competition he was involved in. Twelve months on and Tanak had come to his senses. He called Martin and the pair set out on a journey together. Ten years on and they've finally found the pot of gold at the end of the rainbow. It hasn't been easy. Dark clouds, heavy rain and some serious storms have often hampered Tanak's progress. But last Sunday in Sardinia, after false dawns in Poland (twice), Wales and – arguably – last time out in Portugal, Tanak made it to the podium's top step. And this time nobody was going

to knock him off. Least of all himself.

The M-Sport Ford Fiesta WRC driver was at the races on the opening day, but he wasn't setting the Rally Italy stages on fire. He couldn't get comfortable with the car; equally, he couldn't put his finger on the reason for it. It was the same story on Saturday morning. Then, when Thierry Neuville hit brake trouble in Monte Lerno and Hayden Paddon went off the road on the next stage, Tanak hit the front.

But by no means was this a gifted win. Tanak still had to face down a pacey Toyota driven by 2009 Sardinia winner Jari-Matti Latvala. And he did it.

Almost 12 months ago, hearts were broken across Estonia when Tanak lost what looked a near-certain victory in Poland. Elevated onto the sympathetic shoulders of Andreas Mikkelsen and Sebastien Ogier, the 29-year old learned an important lesson in the midst of those emotional scenes.

"Having come so close before made it easier to handle the pressure on the final day today," said Tanak after crossing the finishing line in Sardinia. "I'd been

Tanak's used to his fortunes diving, so the traditional Sardinia winner's harbour-leap was refreshing

in the shadows here for the first day and a half, but then we came out and we finished the job."

Since Tanak had visited the depths of despair on more than one occasion during his WRC career, the celebration coming across the line between him and co-driver Martin Jarveoja must have been something special...

"Not really," he said in that typically deadpan way he's tuned to a fine art. "Job done. OK, after that, I started to think a little bit more about what we'd done. But, to be honest, now I just want to go home and celebrate with my wife and children. I've really missed them."

Tanak's never been a party animal, but he's matured enormously in the past 12 months. He's the complete driver Martin was sure he could become – the very one he told M-Sport team principal Malcolm Wilson to keep an eye out for. And the same one who ensured that the Cumbrian team became the first in 2017 to have two different drivers on the top step of the podium. Given how close Elfyn Evans came to winning in Argentina,

Tanak speeds past the Med, before win joy



ALL PICS: MCKLEIN

it's fair to say that the Fiesta is the car of the moment right now.

Martin was in Sardinia for the first two days of the rally, but returned home for his son's 10th birthday on Sunday, meaning he missed Tanak's big moment. He wasn't too fussed. Big, bold celebrations are not his style. Or maybe he was worried that he'd get hurled into the harbour as part of the now-traditional post-Rally Italy celebrations.

"I'm just glad we got it right 10 years ago," Martin said. "It hasn't been easy, but we got there. Going back to the beginning, it was good that he called back and decided to come on that talent competition a year after he missed out on the first one because his sponsors said he couldn't do it. But that's just one example of when things have been going up and down for him.

"Remember 2011? He was really, really good that year. The following year he signed with Malcolm [Wilson] and it was complete madness."

That madness came to a head in New Zealand, when Tanak crashed out

of a nothing result on the back of a series of troubled rallies. That was enough for Wilson. Standing in the service park looking out over the Hauraki Gulf, his verdict was damning.

"I'm finished with him," Wilson said. Calling Martin from the North Island for reaction, it became clear this was going to be news to him.

"Come on," said Martin, "what's he done now?"

Tanak was putting Martin in a difficult position with M-Sport. He'd pushed his young countryman and he was being let down. Tanak had to stand on his own two feet when he was dropped for 2013. He went home, refocused, did some national rallies and came back via a '14 lifeline thrown from DMACK's corner of Cumbria. The improvement was sufficient for him to be offered a return to a factory seat with Wilson in '15. Tanak took it. And, again, he lost it when Wilson dropped him at the end of the year.

Wilson felt the rate of improvement wasn't sufficient to keep him on the front line, but he did help out with a >>



WHEN NO BECOMES YES

FINNS – AND FINNISH RALLY DRIVERS IN particular – have a special way of saying no.

Generally speaking, it means yes.

Did Esapekka Lappi think his time would be good enough to win the powerstage?

"Noooo."

That was it. It's kind of stretched with a tone change near the beginning. I've heard it before.

As the Toyota driver's fellow World Rally Championship stars landed one by one on a Sardinian beach, his time stood strong. No had, indeed, become yes.

And Lappi's astonishing Rally Italy story continued. Including the powerstage, he set six fastest times in all – two of which came when his Yaris WRC had lost second gear.

"It wasn't so important to have second in those two stages," said Lappi, with trademark Finnish modesty. "The road was quite fast. There were some second-gear corners, but I took them in third. They were... interesting. Going down to first was too slow."

Obviously. The 26-year old doesn't do slow. There's nothing new about a Finn flying into a new team and being quick from the start. What's different about Lappi is that last week was only his second start in a World Rally Car.

It was something of a relief that it wasn't just the watching world that was surprised at Lappi's speed, a pace which – had it not been for a couple of mechanical problems – would have put him in contention for the win.

"I'm surprised as well," he grinned.

So is Toyota chief Tommi Makinen, who added: "Normally it takes minimum one year to get the speed in a World Rally Car. But not Esapekka."

What now? Well, his speed has ensured a three-car Toyota attack for the rest of the season (alongside Jari-Matti Latvala and Juho Hanninen), but more immediately it's the fast rallies: Poland and Finland. Can he win them?

"Noooo..."

DAVID EVANS



DMACK car in 2016. And then came Mikolajki last year and a second near-miss in the Polish Lakes in as many years. That was enough: he was back for a third chance in Wilson's A-team.

"Malcolm's definitely been one of the key people for me," said Tanak, "and there have been some really tough times, but I think we're getting there now. Maybe now Malcolm thinks it's been worth it..."

He certainly does. "I love working with young drivers," said Wilson. "You see them come into the factory for the first time, wide-eyed."

Having sent Tanak back through the door even wider-eyed on more than one occasion, you only had to see the embrace at the finish on Sunday to appreciate how the pair are now on the same page.

"It's no secret it's been a long, hard road," said Wilson, "but we got it right with this one. Markko and I stuck with him and kept the faith. The speed's always been there..."

Over to Martin: "Sometimes, he just didn't listen."

Well, the world's listening now. For the first time in 13 years it was the Estonian national anthem that rang out over the service park. And rarely has such an honour been so long overdue or well deserved. Tanak. His name's down now. And he's done it on one of the season's toughest rallies.

Monte Lerno – a stage to turn the rally upside down

Leaning against his side of the rally-leading Hyundai i20 Coupe WRC, Britain's latest co-driving recruit to the pinnacle of rallying, Seb Marshall, talked through Saturday's stages.

Such is the photographic memory of Hayden Paddon's co-driver, he offered an almost corner-by-corner recital of what was to come. Following his virtual tour of Monte Lerno, he paused.

"Something always happens in there," he offered, "it's just that kind of stage. There's the jump, but it's more than that. Trust me, there'll be some action."

At the end of the first run through the stage, the man sitting a couple of inches

to Marshall's left confirmed his co-driver's prescience. Their lead had grown by half a second, but they'd dropped 5.2 seconds to fastest-man Tanak.

But it was Paddon's reaction that said everything about this stage. There was a glance at the timing board, as usual. Then a frown and a double-take. Seriously? Back for a third look, and this time his eyes didn't budge as he scanned the list and took the crazy numbers in.

"That was a tricky one," said Paddon, eyes still lingering on the board. "We lost the tyres towards the end of the stage so we had to come back a bit. The car was trying to throw us into the trees."

Tanak could have gone even quicker, had it not been for an issue slowing his Fiesta down. "We were losing the brakes," he said. "It's no drama. Something is always happening in Sardinia..."

At the mention of retardation issues, Neuville manifested himself as if on cue. And he was raging. Going in he'd been 8.9s down on team-mate Paddon. Coming out he'd slipped from second to fourth and dropped a minute.

"I lost the brakes 200 metres from the end of the previous stage," he said. "And then I had no brakes at all in this one."

As Neuville took his leave, still fuming, along came Latvala. He'd been following in Mads Ostberg's dust. Mads was one of three drivers – the others being Ogier and Andreas Mikkelsen – who'd had to stop and change a puncture.

Latvala is not a man who loses his temper very often. But here he leapt out of the car and stomped around the stop line, positively incandescent.

He took a couple of deep breaths before speaking: "If I don't get the time back, because I have been following in Ostberg's dust while I am fighting for the lead of the rally... [he paused for thought] I stop rally driving."

Looks like Marshall called it right. Those last 18 miles really were ever so slightly mad. But, actually, that's Sardinia. It might not have the 35-mile (or last year 50-mile) stages that Mexico offers, but it certainly matches the Guanajuato roads in terms of challenge and rate of attrition.



Latvala was pipped by Tanak to the tune of just 12 seconds

Just ask Paddon and Marshall. Though they led for eight of the first 12 stages, Sardinia bit them, twice. The first came on the stage following Monte Lerno. Paddon turned the i20 in to a fast left too early, went into a bank, flicked the car up on two wheels and damaged the right rear. Livid, he smacked the steering wheel and called himself an amateur.

Worse was to come when he got even more out of shape and crashed heavily on the penultimate stage. This time he incurred the wrath of his normally serene boss Michel Nandan, who asked what he thought he was doing, before calling the shunt stupid. Nobody, former leader Paddon included, would argue.

Meeke: fallen hero or fall guy?

Rollercoasters were the talk of the service park last week. Tanak's career definitely has the look of Blackpool's Big One. But describing Paddon's season in such a way would be slightly inaccurate: in terms of results, he's yet to enjoy any significant upward trajectory. The same, of course, can't be said of Kris Meeke. He won in Mexico and would likely have repeated that result one rally later had an oil seal not let go deep within the beating heart of his Citroen C3 WRC.

Before those highs, he'd struggled with the Citroen's woefully wayward handling



Paddon and Marshall crashed out of contention

ALL PICS MCKLEIN



RESULTS ROUND 7/13, RALLY ITALY-SARDINIA, JUNE 8-11

POS	DRIVER	CO-DRIVER	TEAM	TIME
1	Ott Tanak (EST)	Martin Jarveoja (EST)	M-Sport WRT · Ford Fiesta WRC	3h25m15.1s
2	Jari-Matti Latvala (FIN)	Miikka Anttila (FIN)	Toyota Gazoo Racing WRC · Toyota Yaris WRC	+12.3s
3	Thierry Neuville (B)	Nicolas Gilsoul (B)	Hyundai Motorsport · Hyundai i20 Coupe WRC	+1m07.7s
4	Esapekka Lappi (FIN)	Janne Ferm (FIN)	Toyota Gazoo Racing WRC · Toyota Yaris WRC	+2m12.9s
5	Sebastien Ogier (F)	Julien Ingrassia (F)	M-Sport WRT · Ford Fiesta WRC	+3m25.3s
6	Juho Hanninen (FIN)	Kaj Lindstrom (FIN)	Toyota Gazoo Racing WRC · Toyota Yaris WRC	+3m38.5s
7	Mads Ostberg (N)	Ola Floene (N)	M-Sport WRT · Ford Fiesta WRC	+6m31.8s
8	Andreas Mikkelsen (N)	Anders Jager (N)	Citroen Total · Citroen C3 WRC	+8m07.8s
9	Eric Camilli (F)	Benjamin Veillas (F)	M-Sport WRT · Ford Fiesta R5	+11m15.8s
10	Jan Kopecky (CZ)	Pavel Dresler (CZ)	Skoda Motorsport II · Skoda Fabia R5	+11m21.4s
OTHERS				
12	Dani Sordo (E)	Marc Marti (E)	Hyundai Motorsport · Hyundai i20 Coupe WRC	+17m02.8s
13	Yazeed Al-Rajhi (KSA)	Michael Orr (GB)	Yazeed Racing · Ford Fiesta RS WRC	+18m09.3s
16	Jean-Michel Raoux (F)	Laurent Magat (F)	PH Sport · Citroen DS 3 WRC	+32m48.6s
17	Simone Romagna (I)	Massimiliano Bosi (I)	Simone Romagna · Ford Fiesta RS WRC	+33m14.1s
25	Craig Breen (IRL)	Scott Martin (GB)	Citroen Total · Citroen C3 WRC	+44m39.5s
28	Martin Prokop (CZ)	Jan Tomanek (CZ)	Jipocar WRT · Ford Fiesta RS WRC	+55m13.4s
R	Elfyn Evans (GB)	Daniel Barritt (GB)	M-Sport WRT · Ford Fiesta WRC	SS19-withdrawn
R	Hayden Paddon (NZ)	Sebastian Marshall (GB)	Hyundai Motorsport · Hyundai i20 Coupe WRC	SS18-accident
R	Paolo Licheri (I)	Salvatore Mendola (I)	Paolo Licheri · Ford Fiesta RS WRC	SS10-withdrawn
R	Kris Meeke (GB)	Paul Nagle (IRL)	Citroen Total · Citroen C3 WRC	SS5-accident

DRIVERS' CHAMPIONSHIP

1 Ogier 141; 2 Neuville 123; 3 Tanak 108; 4 Latvala 107; 5 Sordo 70; 6 Evans 53; 7 Breen 43; 8 Paddon 33; 9 Hanninen 29; 10 Meeke 27.

MANUFACTURERS' CHAMPIONSHIP

1 M-Sport WRT 234; 2 Hyundai Motorsport 194; 3 Toyota Gazoo Racing WRC 143; 4 Citroen Total 97.



Andreas Mikkelsen joined Citroen for this round

in Monte Carlo and Sweden. After those highs, Meeke put the C3 off the road four times in three rallies. Cause and/or effect is still being investigated, but this latest crash was the last thing he needed. The only crumb of comfort for him – and as a team player there was no comfort in this crumb – was the handling difficulties team-mate Craig Breen suffered.

Not to mention the fact that new recruit Andreas Mikkelsen was, certainly on day one, only marginally quicker than he had been in the Skoda Fabia R5 he's used on his three previous WRC outings this season. The Norwegian found the Citroen's handling characteristics 'interesting' early doors, but approached the ballpark in terms of pace on the final day.

Meeke was an easy target for blame in Sardinia last week, and certainly he shoulders plenty, but whether he deserves to be the fall guy and replaced by Mikkelsen for the next round in Poland is another question altogether.

On a happier note, Tanak's stunning result offered the potential for a double celebration in the Martin household: double figures for Martin Jr and P1 for Uncle Ott.

"Nah," said Martin. "He doesn't like rallying. I still had to buy him a present."

You can't win them all. 🍀

STAGE TIMES

STAGE	FASTEST	LEADER	SECOND
SS1 Ittiri Arena Show 1.24 miles	Neuville 2m01.8s	Neuville	Tanak +0.2s
SS2 Terranova 1 9.03 miles	Meeke 10m14.1s	Meeke	Paddon +0.5s
SS3 Monte Olia 1 11.84 miles	Hanninen 13m25.8s	Hanninen	Meeke +0.2s
SS4 Tula 1 9.32 miles	Sordo 11m51.2s	Meeke	Paddon +0.8s
SS5 Tergu-Osilo 1 8.79 miles	Lappi 9m06.3s	Paddon	Hanninen +4.3s
SS6 Terranova 2 9.03 miles	Lappi 9m59.5s	Paddon	Hanninen +5.6s
SS7 Monte Olia 2 11.84 miles	Lappi 13m04.9s	Paddon	Hanninen +4.5s
SS8 Tula 2 9.32 miles	Sordo 11m38.5s	Paddon	Hanninen +7.9s
SS9 Tergu-Osilo 2 8.79 miles	Sordo 8m53.2s	Paddon	Neuville +8.2s
SS10 Coiluna-Loelle 1 9.29 miles	Paddon 8m00.8s	Paddon	Neuville +13.1s
SS11 Monti di Ala' 1 17.72 miles	Neuville 17m02.8s	Paddon	Neuville +8.9s
SS12 Monte Lerno 1 17.47 miles	Tanak 17m54.5s	Paddon	Tanak +9.4s
SS13 Coiluna-Loelle 2 9.29 miles	Tanak 7m52.0s	Tanak	Latvala +16.5s
SS14 Monti di Ala' 2 17.72 miles	Tanak 16m48.1s	Tanak	Latvala +20.0s
SS15 Monte Lerno 2 17.47 miles	Lappi 17m35.8s	Tanak	Latvala +24.3s
SS16 Cala Flumini 1 8.74 miles	Paddon 8m58.3s	Tanak	Latvala +18.8s
SS17 Sassari-Argentiera 1 4.32 miles	Sordo 5m10.0s	Tanak	Latvala +25.5s
SS18 Cala Flumini 2 8.74 miles	Lappi 8m46.9s	Tanak	Latvala +23.4s
SS19 Sassari-Argentiera 2 [Powerstage] 4.32 miles	Lappi 5m10.5s	Tanak	Latvala +12.3s

Sutton shows that he can Scooby do it

The Subaru man was superb at Croft, where a win and two seconds put him in the title hunt

By Matt James, BTCC Correspondent

[@MattJMNews](#)

If you want to get ahead in the British Touring Car Championship at Croft, get a rear-wheel-drive car. But if you really want to get ahead in the 2017 title race, hire Ash Sutton.

The Team BMR Subaru Levorg GT driver collected 56 of the 67 points on offer over the course of the three races in North Yorkshire to slash his deficit to the head of the title race to just 20 marks. There was an accomplished win in the opening race, taken under pressure from Colin Turkington's WSR BMW 125i M Sport and on the less-favoured harder Dunlop rubber. He followed that up with two second places; first behind Turkington, and then after a superb chase of winner Mat Jackson's Motorbase Ford Focus in the third race after a dice up through the pack that included an optimistic lunge on his team-mate Jason Plato.

"I knew this was a place where I had to score big," said Sutton, who is now fourth in the points table at the halfway stage. "I think people have got to remember that Oulton Park [where he took a victory], here at Croft and Knockhill, which is in a couple of rounds' time, are our strong tracks. We should have been quick here. We've got some bad ones coming up, and those are the tracks where Honda are going to show their true pace. It's soon going to spin around. We had to maximise every single point we could here at Croft and I feel like we've achieved that, definitely."

Subaru has had a boost waiver for the past couple of rounds, and it appears to have transformed the car, despite the fact that the estate-shaped machines had their boost pegged back by series officials slightly after the opening race last

Sunday. At Oulton Park the waiver put Sutton on the rostrum, but at Croft it did the same for his illustrious partner Plato too. The 95-time race winner looked much more racey last weekend, and he left the circuit with his first podium of the season and the fifth highest points tally of the weekend.

The field started with a mixed-up order after a truncated qualifying session following a multi-car accident that left two drivers seriously injured (see Pit + Paddock). That limited running actually helped all of BMR's Subarus, with Sutton on pole, Plato sixth and the other two cars of rookie Josh Price eighth and James Cole ninth. It gave Plato a sniff of a chance and, although he held his hands up to an error in race one – when he slid wide at Sunny In on the opening tour and dropped to 25th – his fightback to 10th showed what he might have been capable of.

In race two, Plato converted that to sixth place and that put him at the sharp end for the reversed-grid finale. His dogged attack of Rob Austin's Handy Motorsport Toyota Avensis for second place over the opening stages was great to watch, but it was ultimately unrewarded when Sutton, steaming up from eighth on the grid, darted down the inside of the sister car at the end of lap six.

Plato felt that Sutton had been a "cheeky monkey" by going off-track to pass on the inside at the hairpin, but no action was taken afterwards: "I'm not sure it's a legit pass to go off track..."

Plato eventually finished third by pipping Austin on the dash to the line. Despite the upturn in form, the two-time champion says there is more to come from his version of the Japanese car to put him on point. "We are still outside the sweet spot," he admitted afterwards. "I had understeer in the first race, and



Sutton soaked up pressure from Turkington to win the opening race

that was even before we got to the apex, so it drains your power. Then I had oversteer, but at least you can work with oversteer. We've made progress though."

Price's and Cole's weekends were ruined by contact between the pair in the opening race when fifth-placed Price rotated out of the hairpin and Cole was unable to avoid him. That was a shame, but the team still picked up some big points at Croft.

While Subaru was the headline act, the WSR BMW team and its drivers – Colin Turkington, Rob Collard and Andrew Jordan – were serial points collectors. Turkington matched Sutton over the opening two races with a second in race one and then a ballasted win in race two, when he had the softer tyres.

That win in race two was Turkington's 12th BTCC success at Croft, and also BMW's 50th victory with WSR in the championship. "I didn't feel truly comfortable until the end of the race," said Turkington, who had been forced to defend from Sutton for the majority of the encounter. As Sutton's tyres wilted and he was looking to his mirrors for the closing Collard, the Northern Irishman



“Plato felt that Sutton had been a ‘cheeky monkey’ by going off-track to pass at the hairpin”

was able to escape and not only take the landmark triumph, but also boost his title hopes. Sixth place in the final race – when he had taken the harder-tyre pain and also had 75kg to haul around – was a good damage-limitation exercise and put Turkington just one point behind Collard in third in the standings, and only 12 away from table-topper Gordon Shedden in his Team Dynamics Honda Civic Type R.

Collard had a right to be aggrieved in race three. He had looked a safe bet for sixth in the finale, which would have pushed him closer to Shedden in the standings, but was nudged out of the position by Matt Neal’s Dynamics Honda at Sunny In on lap 12, which pushed him down to eighth. Crucially for him, that was behind Turkington. Collard had

earlier banked a fourth in race one and a third in race two, which means he has, at least, maintained his record of having been on the podium at every single event this year. He is now 11 points adrift.

For Jordan, it was a battling weekend after his Pirtek-liveried car sustained heavy rear-end damage in the qualifying accident. That meant he started his rebuilt BMW – which was only finished at 4.30am on race day – from a lowly 14th. His sequence of sixth in race one, then fifth in race two – under severe pressure from Plato – and seventh in the finale on the harder, less-favoured tyres was a solid weekend. But in truth, his meeting was one that had been compromised through no fault of his own.

The 16-point buffer that reigning champion Shedden had coming to Croft



Turkington netted landmark 50th BTCC win for the WSR/ BMW alliance

was always likely to be erased on a circuit that has never been a happy hunting ground for the Civic. It lacks the long, sweeping corners that the Japanese hatchback so loves, and the three big acceleration zones suit the rear-motivated cars. Last season, Shedden left Croft with only four points from the three races – anything had to be better than that.

He was a solid if unspectacular fifth in the first race and fourth in the second, before being involved with a physical >>

DASH FOR ASH



ASH SUTTON'S THIRD CAREER WIN AT CROFT, taken under severe pressure in race one, was a victory that even Sutton himself didn't expect.

Sure, he was starting from pole and had less success ballast than two of his main rivals for glory – BMW's Colin Turkington and Honda man Gordon Shedden – but he had the pesky harder tyres. The consensus was that the tyres would be quite a penalty. "I know I'll go backwards in this race," he predicted. "All I have to do is limit how far that is..."

But there was none of it, although Sutton's charge to victory was taken under extreme pressure. He was never more than half a second in front of Turkington and it was a mark of his maturity that he kept it all together. It's also a mark of his change of attitude. Sutton has a very real chance of winning the title in what is, don't forget, only his second full season at this level after a 2016 baptism with MG. He has spotted as much himself, and has changed his approach.

"It's all about taking calculated risks," he explained after second place in race three. "As soon as we went to Thruxton, we started thinking about points and I worked out what I needed on average from each of the meetings.

"It's changed the way I've driven, and from Donington [the second round] I've been a completely different type of driver. At Brands Hatch in the opening meeting, I was educating myself on how to race a rear-wheel-drive car."

The opening event was a real baptism, with Sutton and the difficult-handling car appearing in the gravel on numerous occasions. For a while, it seemed he had bitten off more than he could chew.

But his self-belief remains, and his attitude has helped him to within touching distance of the title summit. "I reset at Donington, had a serious think about it, and that's how we've continued from there," he explained. "I'm thinking about the championship, even at this stage. I would be silly not to."

A spot of Sutton rallycross couldn't deny Jackson a win



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scrap with Collard that dropped him to ninth in race three. "It's been a little bit yin and yang this weekend, but I've still left with 27 more points than I scored at Croft last year," said the Scotsman. "We haven't haemorrhaged points to the rear-wheel-drive cars, so that's good, but we haven't really been racing them. With the way it has worked out with the weight, it was going to be hard, but we will go away and lick our wounds. We were struggling a little bit with the nature of the circuit and we need a little bit more squirt [boost] now. We need to concentrate on ourselves. The car is good at most places, here being the exception, but we will be pushing."

Neal's weekend was ruined by contact with Price's Subaru in race one, which knocked a tyre off the rim, and then further contact in race two, when he hit a tyre stack and finished 18th. His charge from the back to fifth in race three was some redemption, but it wasn't the damage limitation delivered by Shedden.

Motorbase Performance delivered when it mattered most at Croft. After the drama it suffered in qualifying, when Luke Davenport's Focus was destroyed in a heavy accident that left its driver in hospital and badly injured, Mat Jackson's triumph in race three was the tonic the team needed.

Like the Subaru, the Fords have had extra boost granted and that helped at Oulton Park last time out, but the improvement in the cars at Croft was even more evident. Jackson lined up third, and held station for the team's first rostrum of the year in race one. His hard-tyre pain in race two – allied to the 57kg of ballast – pushed him down the order (well, that and contact) in race two but it set him up for a final flourish.

Once he'd nailed Austin off the start in the reversed-grid encounter, for which he'd lined up in third spot, he went on to annex the lead on lap three after a brush with unrelated leader Ollie Jackson (AmD Tuning.com Audi S3). Mat didn't need a second invitation and got his elbows out

in the dash for the line, when the rapidly closing Sutton finally made it onto the bootlid of the Focus.

"We were strong all weekend and the car has been good from the word go," said Jackson, who acknowledged that his win was a blip from the formbook for the weekend. "I know this track is rear-wheel-drive heaven, and with an extra lap in race three it could well have been again because Ash was mighty fast."

Others may have grumbled about the boost levels granted to the Ford EcoBoost powerplant, but the driver himself said that it was work on other areas that had helped the team to take a step forward. "We haven't had any boost increase since Oulton Park, but we have done a lot of work back at base and we've come to this track with the car much improved," said Jackson. "We've done chassis work and we've worked on the things we can control and we're very, very pleased. We can look ahead to Snetterton in late July and we can be confident that we're going to be right in the mix."

Austin is increasingly in the mix too. He was gutted to have been caught out in the truncated qualifying session when he was only 17th, but going from 11th in race one to eighth in race two gave him a front-row start for the finale, when he missed out on a podium by 0.04s after a superbly defensive drive. "I consider that a win, given the works cars and the boost levels around me..." said the Toyota man.

The other Avensis driver who should have been at the sharp end was Tom Ingram, but his weekend was another disaster. Firstly, the Speedworks Motorsport driver was mired down in 13th after the truncated qualifying session, and solidly converted that to eighth at the end of the opener. But a clash with Josh Cook (Triple Eight MG) while fighting for seventh on the first lap of race two left him with broken suspension and an impossible job in race three. From leading the points two rounds ago, he is now 44 behind. How fortunes change in the BTCC. ❄

RESULTS ROUND 5/10, CROFT (GB), JUNE 11 RACE 1 (15 LAPS – 31.875 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Ash Sutton (GB)	Team BMR · Subaru Levorg	21m52.260s
2	Colin Turkington (GB)	WSR · BMW 125i M Sport	+0.671s
3	Mat Jackson (GB)	Motorbase Performance · Ford Focus	+8.653s
4	Rob Collard (GB)	WSR · BMW 125i M Sport	+11.307s
5	Gordon Shedden (GB)	Team Dynamics · Honda Civic Type R	+11.858s
6	Andrew Jordan (GB)	WSR · BMW 125i M Sport	+12.984s
7	Josh Cook (GB)	Triple Eight Racing · MG6	+18.764s
8	Tom Ingram (GB)	Speedworks Motorsport · Toyota Avensis	+19.585s
9	Tom Chilton (GB)	Power Maxed Racing · Vauxhall Astra	+19.995s
10	Jason Plato (GB)	Team BMR · Subaru Levorg	+35.408s
11	Rob Austin (GB)	Handy Motorsport · Toyota Avensis	+44.563s
12	Jake Hill (GB)	Team Hard · Volkswagen CC	+45.961s
13	Ollie Jackson (GB)	AmD Tuning · Audi S3 Saloon	+46.138s
14	Senna Proctor (GB)	Power Maxed Racing · Vauxhall Astra	+46.265s
15	Stephen Jelley (GB)	Team Parker Racing · Ford Focus	+46.425s
16	Ant Whorton-Eales (GB)	AmD Tuning · Audi S3 Saloon	+47.589s
17	Will Burns (GB)	Team Hard · Volkswagen CC	+49.776s
18	Martin Depper (GB)	Motorbase Performance · Ford Focus	+50.297s
19	Dennis Strandberg (S)	Team Parker/Maximum · Ford Focus	+51.460s
20	Chris Smiley (GB)	BTC Norlin Racing · Chevrolet Cruze	+51.694s
21	Jack Goff (GB)	Eurotech Racing · Honda Civic Type R	+53.783s
22	Michael Epps (GB)	Team Hard · Volkswagen CC	+54.217s
23	Aiden Moffat (GB)	Laser Tools Racing · Mercedes A-Class	+56.736s
R	Dave Newsham (GB)	BTC Norlin Racing · Chevrolet Cruze	13 laps-puncture
R	James Cole (GB)	Team BMR · Subaru Levorg	11 laps-damage
R	Adam Morgan (GB)	Ciceley Motorsport · Mercedes A-Class	10 laps-lack of power
R	Josh Price (GB)	Team BMR · Subaru Levorg	10 laps-damage
R	Matt Simpson (GB)	Team Dynamics · Honda Civic Type R	5 laps-damage
R	Matt Neal (GB)	Team Dynamics · Honda Civic Type R	2 laps-suspension
NS	Aron Taylor-Smith (IRL)	Triple Eight Racing · MG6	qualifying accident
NS	Jeff Smith (GB)	Eurotech Racing · Honda Civic Type R	qualifying accident
NS	Luke Davenport (GB)	Motorbase Performance · Ford Focus	qualifying accident

Winner's average speed 87.44mph. **Fastest lap** Turkington 1m26.003s, 88.95mph.

Neal had a nightmare before final-race charge



Plato ended bad run in 2017 with first podium

QUALIFYING

1 Sutton 1m33.182s; 2 Turkington 1m33.743s; 3 M Jackson 1m33.786s; 4 Shedden 1m33.808s; 5 Cook 1m33.904s; 6 Taylor-Smith 1m33.989s; 7 Plato 1m34.011s; 8 Neal 1m34.077s; 9 Price 1m34.086s; 10 Cole 1m34.184s; 11 Smith 1m34.245s; 12 Chilton 1m34.293s; 13 Collard 1m34.317s; 14 Jordan 1m34.379s; 15 Ingram 1m34.397s; 16 Jelley 1m34.870s; 17 Proctor 1m34.875s; 18 Hill 1m34.953s; 19 Austin 1m35.098s; 20 Burns 1m35.110s; 21 O Jackson 1m35.181s; 22 Epps 1m35.334s; 23 Simpson 1m35.514s; 24 Strandberg 1m35.689s; 25 Morgan 1m35.875s; 26 Whorton-Eales 1m35.978s; 27 Depper 1m37.681s; 28 Goff no time; 29 Davenport no time; 30 Newsham no time; 31 Smiley no time; 32 Moffat no time.

RACE 2 (15 LAPS – 31.875 MILES)

1 Turkington 21m48.750s; 2 Sutton +2.445s; 3 Collard +2.890s; 4 Shedden +14.954s; 5 Jordan +17.864s; 6 Plato +18.029s; 7 M Jackson +21.310s; 8 Austin +22.523s; 9 O Jackson +23.920s; 10 Depper +24.265s; 11 Whorton-Eales +31.860s; 12 Epps +32.554s; 13 Proctor +33.990s; 14 Moffat +34.220s; 15 Morgan +34.241s; 16 Cole +35.987s; 17 Simpson +43.802s; 18 Neal +44.032s; 19 Newsham +44.367s; 20 Smiley +45.046s; 21 Strandberg +45.553s; 22 Goff +48.899s; 23 Cook +1m12.163s; 24 Price -1 lap; NC Hill 11 laps; R Burns 6 laps-oil cooler; R Jelley 4 laps-steering arm; R Ingram 1 lap-suspension; R Chilton 0 laps-driveshaft. **Winner's average speed** 87.68mph. **Fastest lap** Turkington 1m25.571s, 89.40mph.

GRID RACE 2

Decided by result of Race 1.

RACE 3 (16 LAPS – 34.000 MILES)

1 M Jackson 24m06.484s; 2 Sutton +0.877s; 3 Plato +16.032s; 4 Austin +16.073s; 5 Neal +16.517s; 6 Turkington +16.779s; 7 Jordan +17.575s; 8 Collard +19.360s; 9 Shedden +21.336s; 10 O Jackson +21.800s; 11 Depper +22.157s; 12 Morgan +22.487s; 13 Smiley +23.397s; 14 Proctor +25.645s; 15 Newsham +29.078s; 16 Ingram +29.747s; 17 Whorton-Eales +30.252s; 18 Simpson +35.417s; 19 Hill +37.121s; 20 Chilton +37.899s; 21 Goff +40.379s; 22 Strandberg +40.975s; 23 Cook -1 lap; R Price +1m10.708s-crossed line in pits; R Jelley 1 lap-damage; R Cole 1 lap-damage; R Moffat 1 lap-damage; R Epps 0 laps-accident; R Burns 0 laps-damage. **Winner's average speed** 84.62mph. **Fastest lap** M Jackson 1m25.933s, 89.02mph.

GRID RACE 3

Decided by result of Race 2, with top nine reversed.

CHAMPIONSHIP

1 Shedden 188; 2 Collard 177; 3 Turkington 176; 4 Sutton 168; 5 Ingram 140; 6 Neal 135; 7 Jordan 128; 8 Austin 109; 9 M Jackson 102; 10 Morgan 101.

Rosenqvist gets that winning feeling



Felix Rosenqvist became Formula E's first new winner in two years in Berlin, but was denied a double by Sebastien Buemi – and the officials

By Scott Mitchell, Formula E Correspondent

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Formula E is an unpredictable championship, but in the end Renault e.dams or Abt Audi Sport win. Twelve straight races had been won, on the road at least, by those two teams heading to the first of three double-headers that see out the 2016-17 season. And there was little cause to think that would change in Berlin.

Unless you were Felix Rosenqvist. That may seem like a glib statement to make with the benefit of hindsight after his first win in Formula E, and the first

for the Mahindra team. But the Swedish rookie told Autosport, in all seriousness, on Friday morning in the pitlane opposite the Tempelhof airport hangar: "I have a feeling about this place. I don't know why."

It proved to be more than just a feeling. Whatever good vibrations Rosenqvist picked up heading to Germany continued right the way through the weekend.

"In FP1 we were quick, the first car at 170kW of power," said his engineer Andreas Castillo. "In FP2 we were P2, a few hundredths behind Nick [Heidfeld]. In the group phase of qualifying we were P1 and ended up third, within a tenth of pole. Today was the day to go for it."

And go for it Rosenqvist did, hounding

After winning race one, Rosenqvist led Buemi in race two before the pitstops intervened

poleman Lucas di Grassi in the opening stint after beating a slow-starting Jose Maria Lopez into Turn 1. Rosenqvist struck on the final lap of the first stint, easing into the lead around the outside of the first corner. In the second half of the race he eased clear for a convincing maiden win – the first new victor since Jerome d'Ambrosio's inherited win in Berlin, also at Tempelhof, two years ago.

"Maybe I should be an engineer and do the calculations from now on?" joked the 25-year-old when reminded about his Friday prediction. But the big question was clear: why, or how, was Mahindra such a factor in Berlin?

There was a feeling beforehand that the



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race could mix up the formbook because of the airfield surface – mostly concrete, abrasive, bumpy and dusty. Points leader Sebastien Buemi called it “a completely different kind of racing here”.

While Michelin’s new-for-2016-17 tyre meant there was not a repeat of the mass degradation seen two years ago, it was pushed to the limit. The circuit’s surface and layout, revised for ’17, and high temperatures put two key factors into play: the tyres were worked harder and efficiency was key. As it was much easier to get the rubber up to temperature initially, the kind-on-its-tyres Mahindra was immediately in the working window, alleviating a tyre-warm-up issue that’s hurt it in cooler conditions, such as Paris.

“We know we are consistent when the grip is high,” said Castillo. “If you analyse backwards, when we are struggling more it’s been in cold races. We’re taking care of tyres pretty well and this is good. You saw di Grassi pull a gap in the first stint and then catch Felix a little bit at the start of the second. The trend was the same – di Grassi was quicker and then slower.”

While every team runs the same

chassis and has the same aerodynamics, the different powertrains mean different rear-end architecture, affecting weight distribution, centre of gravity and rear-suspension configuration. A mismatch with the unique characteristics of this circuit had bad consequences – as Andretti Autosport boss Roger Griffiths put it after a miserable weekend for his team, “we need to understand why the tyres on some cars look fine and ours look like they’ve done 27 races.”

The other factor in the race was the two long and two medium-length straights putting energy usage at a premium. Linked to this was the need to manage the packages gently to prevent the battery from overheating in such conditions. This was di Grassi’s Achilles’ heel on Saturday, as he lamented rising battery temperatures that caused him to lose the ability to harvest energy – which assists with braking as well as recovering juice – at the end of both stints.

Mahindra, though, hit the sweet spot. Also key to executing the victory, though, were key lessons learned in Morocco back in November. Rosenqvist was on pole >>

SWAPS ON THE HOP

Cluttered pits make car changes tricky



IN AN AGE WHEN MOTORSPORT DOES A LOT of very good work to maximise safety, it’s surprising that Formula E is still allowed to execute the mid-race car swaps the way it does. When 20 drivers head into the pitlane and try to drive into 10 closely-aligned garages and drive back out into the pitlane, at varying intervals, it’s a recipe for trouble.

As if to emphasise this point, the two Mahindras nearly collided as Felix Rosenqvist started to accelerate out of the garage just as Nick Heidfeld came in. Clearly, the Swede should have been held a little longer just to ensure his team-mate was past.

Nelson Piquet Jr then had Heidfeld released into his path in the pitlane shortly after the Rosenqvist incident. Piquet later tweeted: “Nothing against Mahindra, but we will need to see a big accident in the pitlane for the FIA to finally do something about unsafe releases.”

Piquet’s point is valid. A serious accident hasn’t happened because of a combination of good fortune and good awareness from the drivers. But those are not foolproof factors and there is a long list of examples that prove it’s not difficult for the stars to align and a very bad situation to develop.

Car swaps will remain a part of the series for one more season after this, and more thought should go into how they operate. For as long as they present an opportunity to lose time, teams and drivers will push the limit.

That’s why, even in the third season, small errors keep being made and drivers routinely get pinged for unsafe releases. Piquet’s right when he says the current penalties are hardly a deterrent. Especially as, in a worst-case scenario, the consequences could be much more severe than a fine or a time penalty.



IN THE HEADLINES



SARRAZIN'S TECHEETAH DEBUT

Switching from the Venturi team to customer Renault squad Techeetah did not pay dividends for Stephane Sarrazin (above) – the Frenchman struggled in Berlin and failed to score a point. Former team-mate Maro Engel was ninth on Saturday and set fastest lap on Sunday.

EVANS CLAIMS JAG'S FIRST TROPHY

Mitch Evans earned Jaguar its first silverware in Formula E with the fastest lap in Saturday's race. Evans suffered damage early on so opted to target the point available for fastest lap, which he earned – picking up the VISA-sponsored trophy too. He was on course for a top-10 finish on Sunday before losing time in the car swaps with a gear-selection issue.

BUEMI AND PROST RETAINED

Sebastien Buemi's victory capped a topsy-turvy weekend that started with a high – a contract renewal with Renault e.dams, which announced that both Buemi and Nico Prost have been retained through to the end of the 2018-19 season. The Swiss driver's disqualification in Saturday's race also ended a run of 22 consecutive points-scoring races in Formula E.

HEIDFELD'S CHARGE

A third consecutive podium on Saturday was the highlight of Nick Heidfeld's home weekend. The German made it a double rostrum for Mahindra in the opening race, but had to settle for a charging point in the sequel after a throttle-sensor problem left him last in qualifying.

LOPEZ APOLOGISES TO BIRD

DS Virgin Racing team-mates Jose Maria Lopez and Sam Bird (below) cleared the air after colliding while fighting for third in Sunday's race. Bird tried to pass Lopez around the outside of Turn 1, and the Argentinian ran wide, nudged Bird out and dropped him to sixth (which became eighth later that lap). Lopez, who finished fifth, apologised to seventh-place finisher Bird.



for the second race of the season, but there he had no answer to Buemi in the second half of the race.

"Marrakech doesn't even feel like this season," said Rosenqvist. "It's the same group of people but what every individual has done to improve is huge. We had a plan, especially to improve energy management."

Formula E teams cannot bring major physical upgrades over the course of the season because the main source of open development – the powertrains – are homologated. Wheels aside, there's no room for external adaptation. Under the covers, though, there is more potential to fiddle with software, introduce different mapping, change damper settings – perfect the set-up and technical make-up. That's why Mahindra flew in Berlin but Faraday Future Dragon Racing, essentially using a Mahindra customer powertrain, lacked pace and failed to score points.

"From Marrakech we have made so many improvements in the car," said Castillo. "I can't tell you what but I would say at least five or six key points in the car. It's not just a big step in Berlin – the trend of the team is going up."

"We have done a lot of hours in the simulator, developing the software, efficiency, powertrain, chassis, everything. If we put this car in Marrakech we'd be more competitive for sure."

That explains why Rosenqvist was not daunted by the prospect of going wheel to wheel with a revitalised Buemi on Sunday. Buemi's Saturday plight had been curious – he'd topped the opening practice session but qualified only 14th after struggling with "massive oversteer". Team-mate Nico Prost was ninth on the grid. Buemi was cryptic, and later put it down to "a new way of doing things that ended up being really bad in qualifying".

"I changed a lot because I knew if we stayed like this I would not recover," added Buemi, who charged to fifth with a fine drive. "So we changed a lot, found quite a lot of speed. If I'd have started in the top five, I would have fought for the win."

Even if he had, the outcome would have been no different. Buemi was excluded for all four tyres on both his cars coming in under the minimum pressure. Renault tech boss Vincent Gaillardot said: "You

Rosenqvist congratulates Buemi after his Sunday defeat



play with the limit of the rules in racing. Controlling the tyre pressure is a factor of having the right tyre temperature, brake temperature and so on."

The expectation was that Buemi would strike back on Sunday, given his turnaround in form in Saturday's race. He did exactly that, qualifying second and proving the only driver capable of challenging poleman Rosenqvist – who excelled again – over the race distance.

Rosenqvist had the measure of Buemi right up until it almost went disastrously wrong in the pitlane. Having put just over a second between himself and his pursuer, Rosenqvist swapped cars and attempted to rejoin just as team-mate Heidfeld went to dive into his side of the garage. Heidfeld partially blocked his team-mate, who was very briefly delayed and rejoined just ahead of Buemi.

Despite the delay Rosenqvist kept the lead, largely thanks to a brilliant in-lap that put an extra six tenths between him and Buemi – although the flipside is that had he pitted, swapped cars and attempted to rejoin 0.6s later, perhaps the Heidfeld incident would have been avoided.

That cost Rosenqvist the race, because

Art Deco Berlin Tempelhof airport building was an imposing backdrop





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he picked up a 10s penalty for an unsafe release. That said, he still finished second, such was the lead duo's gap to third-placed di Grassi, who had seen off the warring DS Virgins of Lopez and Sam Bird, as well as Jean-Eric Vergne.

Buemi made one attempt to pass Rosenqvist on-track in the second stint, a failed bid using Fanboost into Turn 1, then took it easy in the final quarter once Rosenqvist's penalty became apparent.

He admitted he was unsure whether he would be able to beat Rosenqvist without the penalty and Rosenqvist, who agreed, was annoyed with the sanction that left him "confused".

"I knew it was on the limit with another car," he said. "If you go out side by side you know it's going to be OK because you can blend in behind them. That's what I tried to do and I realised Nick was coming into the pits and was already in the slow lane. I braked for him to go past me and he just stopped. I feel like it was not really my fault."

It left a slightly sour taste for Mahindra, but once that fades this will be remembered as the time Rosenqvist properly announced himself to a wider Formula E audience. He came into the series with a strong reputation after several seasons in Formula 3 but not the budget to do anything else. In fairer times he would be in F2 now, knocking on the F1 door – but that world's loss is FE's gain.

Give him the opportunity and Rosenqvist tends to deliver. He did that in spades at Tempelhof. "That's something very special," he said of his victory. "Macau has always been my special one but this comes right after. It's one of the biggest days in my career.

"To beat big teams like Renault and Abt as a bit of an underdog is a dream for every driver. It changes a lot. It feels good to be a Formula E race winner." ❁

Di Grassi got a pole position, and second and third-place finishes



ROUND 7/9, BERLIN TEMPELHOF (D), JUNE 10-11 (44 LAPS – 62.254 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Felix Rosenqvist (S)	Mahindra · Mahindra M3ELECTRO	53m19.661s
2	Lucas di Grassi (BR)	AbtAudi Sport · Abt Schaeffler FE02	+2.232s
3	Nick Heidfeld (D)	Mahindra · Mahindra M3ELECTRO	+4.058s
4	Jose Maria Lopez (RA)	DS Virgin Racing · Virgin DSV-02	+13.638s
5	Nicolas Prost (F)	Renault e.dams · Renault Z.E.16	+19.068s
6	Daniel Abt (D)	AbtAudi Sport · Abt Schaeffler FE02	+19.799s
7	Sam Bird (GB)	DS Virgin Racing · Virgin DSV-02	+20.065s
8	Jean-Eric Vergne (F)	Techeetah · Renault Z.E.16	+20.689s
9	Maro Engel (D)	Venturi · Venturi VM200-FE-02	+39.030s
10	Oliver Turvey (GB)	NextEV · NextEV TCR002	+40.985s
11	Stephane Sarrazin (F)	Techeetah · Renault Z.E.16	+42.682s
12	Nelson Piquet Jr (BR)	NextEV · NextEV TCR002	+42.980s
13	Jerome d'Ambrosio (B)	Faraday Future Dragon Racing · Penske 701-EV	+45.712s
14	Adam Carroll (GB)	Jaguar Racing · Jaguar I-type 1	+49.658s
15	Loic Duval (F)	Faraday Future Dragon Racing · Penske 701-EV	+59.010s
16	Antonio Felix da Costa (P)	Andretti · Andretti ATEC-02	+1m00.269s
17	Robin Frijns (NL)	Andretti · Andretti ATEC-02	+1m02.463s
18	Tom Dillmann (F)	Venturi · Venturi VM200-FE-02	+1m07.695s
EX	Sebastien Buemi (CH)	Renault e.dams · Renault Z.E.16	+17.888s-tyre pressures
NC	Mitch Evans (NZ)	Jaguar Racing · Jaguar I-type 1	16 laps

Winner's average speed 70.043mph. **Fastest lap** Evans 1m10.224s, 72.532mph.

SUPER POLE

1 di Grassi 1m08.312s; 2 Lopez 1m08.313s; 3 Rosenqvist 1m08.395s; 4 Heidfeld 1m08.650s; 5 Bird 1m09.724s.

QUALIFYING

Rosenqvist 1m08.171s; Bird 1m08.321s; Heidfeld 1m08.325s; Lopez 1m08.349s; di Grassi 1m08.387s; 6 Vergne 1m08.457s; 7 Turvey 1m08.607s; 8 Abt 1m08.620s; 9 Prost 1m08.692s; 10 d'Ambrosio 1m08.825s; 11 Engel 1m08.846s; 12 Sarrazin 1m08.890s; 13 Piquet 1m08.961s; 14 Buemi 1m09.010s; 15 Dillmann 1m09.214s; 16 Evans 1m09.219s; 17 Frijns 1m09.630s; 18 Carroll 1m09.898s; 19 Duval 1m09.923s; 20 da Costa 1m11.147s.

RACE 2 (46 LAPS – 65.084 MILES)

1 Buemi 56m02.155s; 2 Rosenqvist +7.195s; 3 di Grassi +10.862s; 4 Abt +13.631s; 5 Lopez +20.324s; 6 Vergne +20.751s; 7 Bird +21.959s; 8 Prost +22.155s; 9 Turvey +34.949s; 10 Heidfeld +35.814s; 11 da Costa +44.057s; 12 Piquet +44.439s; 13 d'Ambrosio +47.336s; 14 Sarrazin +51.653s; 15 Dillmann +56.977s; 16 Carroll +1m05.426s; 17 Evans +1m07.018s;

18 Frijns +1m12.083s; NC Engel 14 laps; R Duval 33 laps-technical.

Winner's average speed 69.687mph. **Fastest lap** Engel 1m09.509s, 73.278mph.

SUPER POLE

1 Rosenqvist 1m08.208s; 2 Buemi 1m08.306s; 3 Lopez 1m08.454s; 4 Bird 1m08.688s; 5 Vergne 1m09.103s.

QUALIFYING

Bird 1m07.805s; Lopez 1m07.854s; Vergne 1m07.993s; Buemi 1m08.022s; Rosenqvist 1m08.035s; 6 Turvey 1m08.142s; 7 di Grassi 1m08.223s; 8 Abt 1m08.348s; 9 Evans 1m08.356s; 10 Prost 1m08.465s; 11 Duval 1m08.483s; 12 d'Ambrosio 1m08.552s; 13 Engel 1m08.582s; 14 Frijns 1m08.583s; 15 Dillmann 1m08.738s; 16 Sarrazin 1m08.822s; 17 da Costa 1m09.085s; 18 Piquet 1m09.149s; 19 Carroll 1m09.543s; 20 Heidfeld 1m11.267s.

CHAMPIONSHIP

1 Buemi 157; 2 di Grassi 125; 3 Rosenqvist 86; 4 Prost 72; 5 Heidfeld 63; 6 Vergne 52; 7 Lopez 50; 8 Bird 47; 9 Abt 46; 10 Piquet 33.



Dovizioso passed Marquez and Pedrosa on his way to victory

Dovizioso scores back-t

MOTOGP
BARCELONA (E)
JUNE 10-11
ROUND 7/18

ANDREA DOVIZIOSO HAD TO WAIT a long time between his first and second MotoGP race victories. The 2009 British Grand Prix at Donington Park and the 2016 Malaysian GP at Sepang were split by seven years, three months and four days.

But even after Dovizioso got that second win, the caveat was that both had come in wet events and that he had yet to win a 'normal' race. But across MotoGP's successive races at Mugello and Barcelona, he has more than put that footnote to bed.

Only seven days on from winning Ducati's home race, Dovizioso took a tally that last October was stuck on one win in 158 MotoGP starts to four in 167. It's just reward for the Italian, who is massively respected within the paddock and has done plenty of gruntwork developing the Desmosedici bike since joining the Italian team in 2013.

In early 2016, when Ducati signed Jorge Lorenzo from Yamaha for '17, it had to pick between keeping Dovizioso or Andrea Iannone

to partner the three-time world champion for this year, while prized recruit Lorenzo learns the bike and adjusts his riding style accordingly. Dovizioso was second to Maverick Vinales in the Qatar opener, but Ducati wasn't a factor again until he qualified on the front row and won at Mugello.

He has emerged as something of a dark horse this year, while prized recruit Lorenzo learns the bike and adjusts his riding style accordingly.

Dovizioso was second to Maverick Vinales in the Qatar opener, but Ducati wasn't a factor again until he qualified on the front row and won at Mugello.

A week later Dovizioso was at it again. Lorenzo stole the limelight on Saturday, and indeed early in the race, by qualifying on the front row for the first time with Ducati and leading the early stages.

But the Spaniard had no answers for Honda pair Dani Pedrosa and Marc Marquez, who in turn had no response to Dovizioso. From seventh, the 31-year-old bought into the lead fight from the outset, and passed Marquez for second on lap eight and then Pedrosa for first place at the start of lap 17 of 25.

He never looked back, winning by 3.554 seconds to become Ducati's first back-to-back winner since Casey Stoner did likewise at Motorland Aragon and Motegi late in the 2010 season. That was also the last year a Ducati



AT A GLANCE

- 1 Dovizioso Ducati
- 2 Marquez Honda
- 3 Pedrosa Honda

→ P49 RESULTS

o-back wins for Ducati

rider graced the podium at the Barcelona circuit, where it had also not won since '07, with Stoner the man on both occasions.

Dovizioso has closed to within seven points of championship leader Vinales, but is talking down a title bid, insisting his wins are “not the reality”, and that Ducati still has work to do to rectify its mid-corner deficit if it is to regularly fight for wins. Clearly, though, the Ducati has enjoyed the tyres used at the last two circuits, while its rivals Honda and Yamaha have endured contrasting fortunes. Honda was nowhere at Mugello, but the roles were reversed at a baking-hot and low-grip Barcelona.

Marquez finished second after crashing five times in the sessions leading up to the race, banking valuable points to stay in the title race in the process. Polesitter Pedrosa faded and couldn't keep his team-mate at bay, but still rounded out the podium.

Yamaha, on the other hand, had a weekend to forget. It had opted not to test at Barcelona back in May, and Vinales and Valentino Rossi never looked in the game. Led by Rossi, they finished eighth and 10th, more than 20s behind Dovizioso. Rossi spoke about understeer and, while Vinales was trying not to point the finger at the tyres, he was bemused by his

lack of performance once again.

“Our bike is good,” he said. “That’s what I can say. It was good in Qatar, [and in] Argentina it was good. All the races, our chassis, it’s not this. The problem is not the bike. It’s a big drama in my head right now, because I don’t know what I’m doing wrong.”

Lorenzo led the first five laps without ever taking control, and was then shuffled down to sixth within the course of a lap and a half. He looked done, dropping to as low as eighth at one stage, but rallied in the second half of the race to finish fourth.

Tech3 rookies Johann Zarco and Jonas Folger took fifth and sixth, with Zarco passing his team-mate – who was in a lead quartet for the first half of the race – on the final lap. They both beat the factory Yamahas, which Rossi attributed to their 2016 M1s being better when grip is lacking.

Aprilia looked in good shape when Aleix Espargaro qualified fifth, but he was sidelined by another engine failure. KTM was down to one rider when Bradley Smith sliced his left pinky open in a Saturday crash and missed the race, with Cal Crutchlow the best of the Brits in 11th, bemoaning a bad rear tyre.

MITCHELL ADAM

IN BRIEF

MOTO2

Alex Marquez romped to a second career Moto2 victory with a commanding performance at Barcelona. The polesitter broke away from the field early on to build a lead of three seconds, and maintained that margin for the balance of the race. Mattia Pasini backed up his Mugello victory with second, while Thomas Luthi finished third to close to within seven points of championship leader Franco Morbidelli, who was a quiet sixth.

MOTO3

Championship leader Joan Mir launched a stunning raid from third place at the start of the final lap at Barcelona to take his fourth win of the season. Announced as a 2018 Moto2 rider with Marc VDS mid-race, Mir passed Romano Fenati at Turn 10 to move into second, before pouncing on leader Jorge Martin entering the Turn 14 chicane. Fenati then got by to demote Martin to the final podium position.

INTERNATIONAL GT OPEN

Ferrari duo Mikkel Mac and Miguel Ramos gave Spirit of Race its first victory of 2017 at Paul Ricard after an intense fight with the BMW of Augusto Farfus in the opening stint. A pitlane fire ended the BMW's race before Lourenco Beirao could take over. Fran Rueda and Victor Bouveng, in the sister BMW, took the win in race two.

ADAC GT MASTERS

Corvette pair Jules Gounon and Daniel Keilwitz triumphed in the first race at the Red Bull Ring ahead of the similar car of Sven Barth and Maximilian Hacklander, with Philipp Eng and Ricky Collard third in their BMW. In race two, Rolf Ineichen and Christian Engelhart became the sixth crew to win the six races this season in their Lamborghini, ahead of the Mercedes of DTM star Lucas Auer and Sebastian Asch.

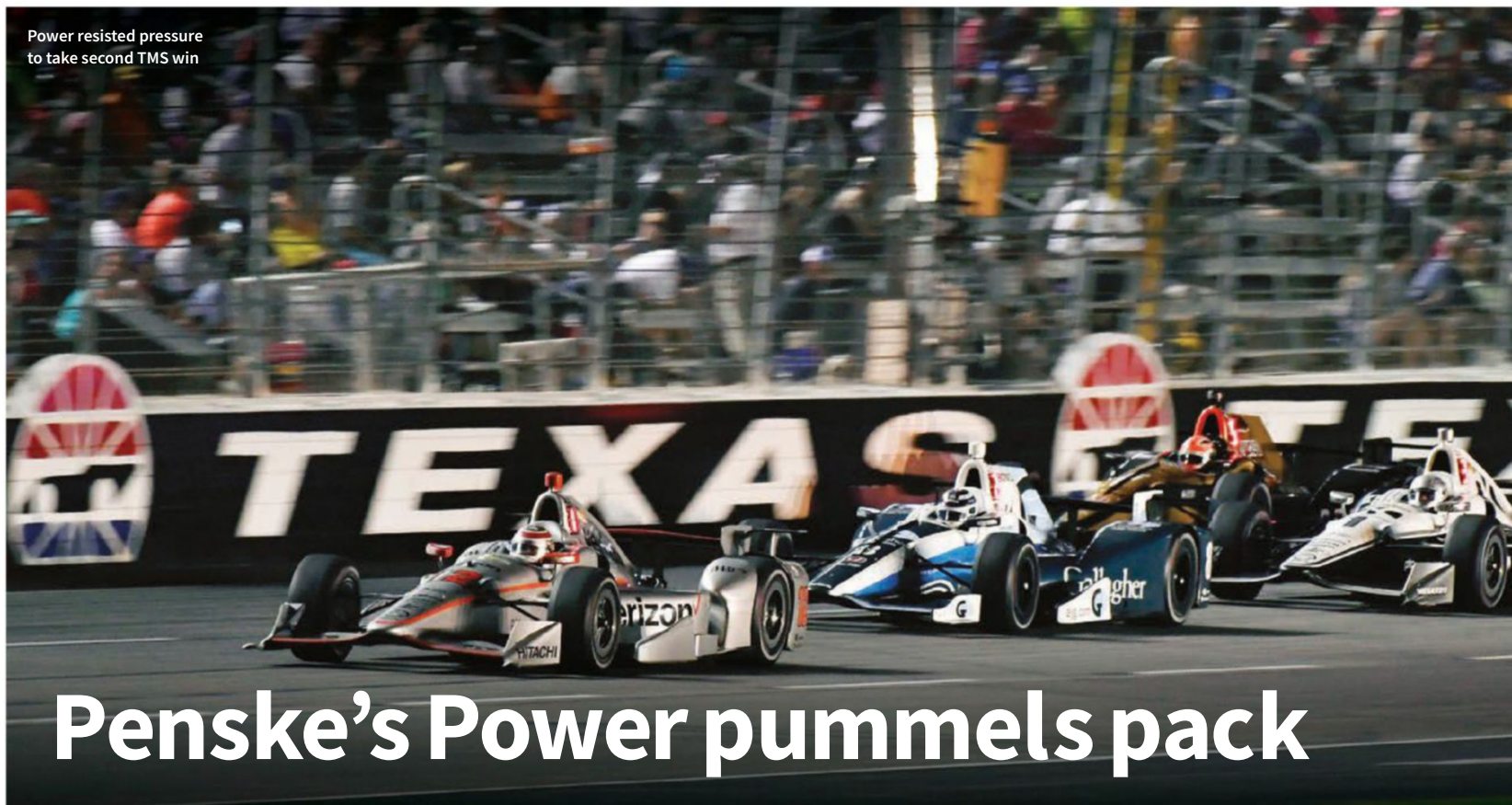
BRAZILIAN STOCKCARS

Driving what was clearly the fastest car on the grid, Max Wilson left the Cascavel track with mixed emotions. After setting a dominant pole position, he won the main race after leading from lights to flag. But as he made his way through from 10th in the reversed-grid race, he was unintentionally punted out by team-mate Daniel Serra as they fought for sixth with points leader Thiago Camilo. Up front, Victor Genz grabbed his maiden win.

SUPER TC2000

Agustin Canapino claimed pole for the qualifying race at Rio Hondo and the Chevrolet driver led for the duration, stalked by Esteban Guerrieri's Citroen. In race two, rules requiring that drivers start the feature race using the tyres on which they finished the first meant Guerrieri and Bernardo Llaver (Chevy) got the drop on Canapino at the start. Guerrieri and Llaver finished the race first and second, while Canapino ended up third, but lost the place due to a technical infringement.

Power resisted pressure to take second TMS win



Penske's Power pummels pack

INDYCAR SERIES

TEXAS MOTOR SPEEDWAY (USA)

JUNE 10

ROUND 8/16

IF ANYONE COULD BE DESCRIBED AS dominant at Texas Motor Speedway, it was Team Penske's Will Power. Once he hit the front for the first time on lap 47, he led 180 of the remaining 201 tours. But his victory never felt like a sure thing because the spectre of IndyCar's pack-racing menace raised its ugly head for the first time since the 2015 frightener at Fontana.

Behind Power sat a dozen potential winners, all charging at 225mph, far closer than they'd run even at parade-lap speed, pedals flat to the floor throughout because their tyres didn't degrade. Anyone with a decent car could cling onto their rivals ahead due to the effect of the draft. It was, therefore, a night to make racing purists cringe.

The problem with running in such close formation at those speeds is that minuscule mistakes are magnified and can have far-reaching effects. All but two of Power's strongest opponents became victims of their own overambition or fell due to the mistakes of others. Only six healthy and unshunted cars took the chequered flag on the lead lap.

Since last year's IndyCar race at TMS – held in two parts because of torrential downpours – not only has its drainage system been substantially improved, but Turns 1 and 2 have been reprofiled to make them 20 feet wider, the banking at that end of the track has been lowered from 24 to 20 degrees, and the whole course has been repaved. These changes caused a cacophony of uncertainty before the race, with most drivers echoing the sentiments of Chip Ganassi Racing's Charlie Kimball, who scored the first pole position of his 109-race IndyCar history.

"It could be a one-groove racetrack," he said.

But it wasn't. Firestone, after seeing blisters developing on several cars in the April test here, brought a different compound to the race, and it was too good at staying in one piece. Some drivers – notably Josef Newgarden, Helio Castroneves, Conor Daly and Graham Rahal – did suffer blisters in the race, but as more and more rubber went down, the tyres felt as grippy at the end of a fuel-load-defined stint as they did at the start, allowing the drivers to circulate a lane or two higher and enabling side-by-side racing at every point of the course. Track position was key, and in true pack-racing style, the fastest line around Turns 1 and 2 was not the racing line, but the shortest line, at the bottom.

Even after a tardy start that dropped him to 12th, Power cut to the front as soon as possible. Once there, he hugged the white line and, aside from attention from an off-sequence Max Chilton and a feisty Scott Dixon in the closing stages, he never relinquished it. Even after Dixon

jumped him at one pitstop, Power was able to use the outside line to get back in front, then return to the inside lane once more.

In the last stint, Dixon lapped endlessly on the outside of Power and, while the Penske driver would nose ahead on the back straight, the Ganassi man would occasionally be a tick in front at the start-finish line.

But a charging Takuma Sato brought this battle to an end with five laps to go. Following Power and drawing alongside Dixon, the Indy 500 winner dropped his left wheels onto the grass on the inside of the dog-leg front 'straight' and lost control. His Andretti Autosport car spun into the Ganassi machine and both were eliminated on the spot. The debris ensured the race finished under caution, and Power scooped his 31st IndyCar victory.

The worst indiscretion of the night came from Ganassi's other oval master, Tony Kanaan. On lap 152 he swerved right to avoid a bump on the back straight and collided with James

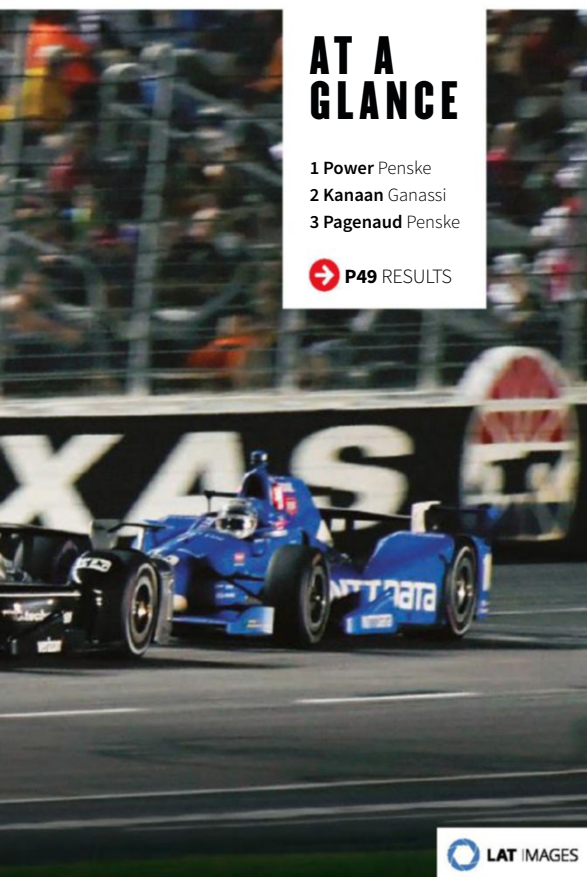


Kanaan-triggered crash brought out the red flags for 30 minutes

AT A GLANCE

- 1 Power Penske
- 2 Kanaan Ganassi
- 3 Pagenaud Penske

→ P49 RESULTS



LAT IMAGES

Hinchcliffe's Schmidt Peterson Motorsports machine, which had its sister car of Mikhail Aleshin on the outside. Hinchcliffe, who had already overcome a penalty for colliding with Castroneves and Sato in the pitlane during the first round of stops, spun into his team-mate, and six other cars were caught up in the ensuing shunt, including Ed Carpenter and JR Hildebrand (who would both later rejoin after repairs), Ed Jones, Tristan Vautier, Ryan Hunter-Reay and Carlos Munoz.

Dale Coyne Racing's night, up to that point, had looked promising: Sebastien Bourdais stand-in Vautier had qualified fifth, led 15 laps, and looked every bit as strong as Power, Dixon and third-placed finisher Simon Pagenaud.

Kanaan was handed a 20-second stop-and-hold penalty for his indiscretion. This put him two laps down, but in the closing stages, as IndyCar insisted on showing competition yellow flags and having mandatory pitstops every 30 green-flag laps due to worries over the tyre blisters, the Brazilian rushed back into the fray and grabbed second.

Other high-profile casualties of the night included Alexander Rossi, who got caught between Dixon and Kanaan on lap 37, bounced off them and into the Turn 3 wall; Castroneves, whose right-front tyre let go in Turn 2 on lap 91 and sent him hard into the barriers; and Newgarden, who tried to go three-wide in the battle for the lead on lap 202, lost control and hit the Turn 4 wall.

The heartwarming story of the day came from Harding Racing. It was only the team's second outing of the season – and the first since Indy – and Gabby Chaves did a great job. Despite twice being ordered to relinquish a position for blocking, he recovered to finish fifth.

DAVID MALSHER

Huge crashes mar action in Austria

**TCR INTERNATIONAL
SALZBURGRING (A)
JUNE 10-11
ROUND 5/10**

DUSAN BORKOVIC AND ROBERTO Colciago scored a win each at the Salzburgring, where four huge accidents characterised the weekend and led to a dramatic change at the top of the standings.

The crashes occurred at the fast Fahrerlagerkurve right-hander and caused extensive damage. Ferenc Ficza was sidelined for the weekend after he crashed his SEAT during Saturday practice, a day after Attila Tassi had crashed in pre-race testing.

Tassi was able to take the start of race one, where Borkovic took a lights-to-flag victory in his Alfa Romeo, and the Fahrerlagerkurve claimed two more victims.

They were 2012 WTCC champion Rob Huff and his WRT VW team-mate Jean-Karl Vernay, who led the standings coming into the weekend. A puncture pitched Huff into



a car-destroying multiple roll, and two laps after the race resumed another puncture led to Vernay's crash at the same spot.

Neither reappeared for race two – won by Colciago – and a brace of podiums for Stefano Comini gave him the points lead over the Honda driver, with Vernay down to third.

RESULTS

RACE 1 1 Dusan Borkovic (Alfa Romeo Giulietta TCR) 14 laps in 24m50.968s; 2 Mat'o Homola (Opel Astra TCR) +0.873s; 3 Stefano Comini (Audi RS3 LMS TCR); 4 Thomas Jager (Opel); 5 Pepe Oriola (SEAT Leon TCR); 6 James Nash (SEAT). **RACE 2 1 Roberto Colciago (Honda Civic Type-R TCR) 17 laps in 27m50.474s;** 2 Attila Tassi (Honda) +1.267s; 3 Comini; 4 Jager; 5 Gianni Morbidelli (Volkswagen Golf GTI TCR); 6 Nash. **Points 1 Comini 125;** 2 Colciago 122; 3 Jean-Karl Vernay 113; 4 Tassi 98; 5 Borkovic 82; 6 Oriola 79.



Scott takes dominant double

**EUROFORMULA OPEN
PAUL RICARD (F)
JUNE 10-11
ROUND 3/8**

HARRISON SCOTT SOARED TO TWO dominant wins at Paul Ricard to extend his lead at the head of the Euroformula Open points standings.

The British RP Motorsport driver also secured two pole positions, converting the first into a lights-to-flag victory over Nikita Troitskiy in race one, and then taking the honours in race two after getting back past the fast-starting Drivex School racer further around the opening lap.

While Scott was scampering clear in race one, Troitskiy had to fend off the attentions of Jannes Fittje and Ameya Vaidyanathan, who eventually moved into third place towards the end of the 15-lap event when he blasted by on the Mistral straight. Fortec

man Fittje responded in the dying moments, but the Carlin driver held on to take his third podium finish of the season.

Scott again eased clear of the pack once he had repassed Troitskiy at the start of race two, while Fittje again came up against Vaidyanathan in the fight for third place. This time the German was able to hold on to the place – his maiden podium in the series.

With five wins from the opening six races, Scott's championship lead is up to 66 points over Vaidyanathan, with Troitskiy a further nine adrift in third.

RESULTS

Race 1 Harrison Scott 15 laps in 30m49.593s; 2 Nikita Troitskiy +3.607s; 3 Ameya Vaidyanathan; 4 Jannes Fittje; 5 Eliseo Martinez Merono; 6 Aleks Karkosik. **Race 2 1 Scott** 15 laps in 30m43.939s; 2 Troitskiy +3.813s; 3 Fittje; 4 Vaidyanathan; 5 Devlin Defrancesco; 6 Petru Florescu. **Points 1 Scott 151;** 2 Vaidyanathan 85; 3 Troitskiy 76; 4 Fittje 57; 5 Defrancesco 53; 6 Thiago Vivacqua 50.

Blaney fends off Harvick for first win

NASCAR CUP
POCONO (USA)
JUNE 11
ROUND 14/36

RYAN BLANEY HAD VOWED TO deliver the Wood Brothers squad its 99th NASCAR Cup win this season, and on Sunday he duly carried the famous #21 Ford back to Victory Lane.

The 23-year-old's Pocono Raceway win was the first triumph in the Cup Series for the long-standing team since Trevor Bayne's victory at the 2011 Daytona 500.

Kyle Busch dominated much of the race, and elected to stay out on track during a late caution rather than pit for new tyres. After the restart, Blaney moved to the inside of Busch's Joe Gibbs Racing Toyota for the lead, as Kevin Harvick was passing Erik Jones for third. Harvick then passed Busch for second on the following lap and, although the Stewart-Haas Racing Chevy got to Blaney's rear bumper on the last lap, he couldn't complete a pass for the lead.

"It's a hard one to process," said Blaney, who earned his first Cup victory in his



68th career start and became the third first-time winner of 2017. "First we had to pass Kyle — he was on older tyres and he was struggling. Then we had to hold Kevin off — he was really fast all day. I just didn't want to make a mistake — that would have been the worst thing to do. I have to thank him for racing me clean."

Jimmie Johnson violently crashed out with 55 laps to go but still heads the standings with three wins. Busch, who won the first stage and narrowly lost the second to Kyle Larson, faded to ninth.

JIM UTTER

Despite the intense last-lap push by Harvick, Blaney (21) held on to take the victory

RESULTS

1 Ryan Blaney (Ford Fusion) 160 laps in 2h48m40s; 2 Kevin Harvick (Ford) +0.139s; 3 Erik Jones (Toyota); 4 Kurt Busch (Ford); 5 Brad Keselowski (Ford); 6 Martin Truex Jr (Toyota); 7 Kyle Larson (Chevrolet SS); 8 Chase Elliott (Chevy); 9 Kyle Busch (Toyota); 10 Matt Kenseth (Toyota). **Playoff qualifying 1 Jimmie Johnson 421/3 wins**; 2 Truex 584/2; 3 Keselowski 454/2; 4 Larson 583/1; 5 Blaney 360/1; 6 Kurt Busch 331/1; 7 Ricky Stenhouse Jr 325/1; 8 Ryan Newman 322/1; 9 Austin Dillon 287/1; 10 Harvick 480; 11 Kyle Busch 463; 12 Elliott 438; 13 Jamie McMurray 418; 14 Denny Hamlin 386; 15 Clint Bowyer 369; 16 Joey Logano 362.

Kristoffersson goes to Hell, adds to standings lead

WORLD RALLYCROSS
HELL (N)
JUNE 10-11
ROUND 6/12

JOHAN KRISTOFFERSSON EXTENDED his lead in the World Rallycross standings by claiming victory at Hell in Norway, the third win in a row for the PSRX Volkswagen Sweden team.

Kristoffersson started on the front row of the final alongside polesitter Andreas Bakkerud. The pair took different courses

at Turn 1, with Kristoffersson immediately going into the joker lap while Bakkerud pressed on through the normal route.

In a bid to maintain track position over the points leader, Bakkerud took his own joker on lap two, but still returned to the racing line behind Kristoffersson on the run down to Turn 2, with the front of his Ford Focus just making contact with the rear of Kristoffersson's Volkswagen Polo.

Rally legend Sebastien Loeb inherited the lead when Bakkerud served his joker after making a great start to follow the

Kristoffersson won despite foot pain from a pre-grid incident with Loeb's Peugeot

Norwegian driver around Turn 1. Loeb's Peugeot was pursued by reigning champion Mattias Ekstrom (Audi) for the duration of the race and both took the joker on the final lap. This allowed Kristoffersson to retake first place and claim his second victory in three events, with Bakkerud also passing Loeb and Ekstrom for second.

Kristoffersson's win came despite him having to drive in pain throughout the weekend after his foot was run over by Loeb's car as it was being pushed to the pre-grid on Friday evening. His teammate, Petter Solberg, went out of the event at the semi-final stage after side-by-side contact with Bakkerud in the joker section on lap one dropped him down the order.

Timmy Hansen almost did enough to take fourth from Ekstrom when the EKS driver took his joker, but had to settle for fifth ahead of Timur Timerzyanov.

RESULTS

Final 1 Johan Kristoffersson (Volkswagen Polo GTI) 6 laps in 3m57.461s; 2 Andreas Bakkerud (Ford Focus RS) +1.947s; 3 Sebastien Loeb (Peugeot 208); 4 Mattias Ekstrom (Audi S1); 5 Timmy Hansen (Peugeot); 6 Timur Timerzyanov (Ford Fiesta). **Points 1 Kristoffersson 151**; 2 Ekstrom 143; 3 Petter Solberg 134; 4 Hansen 102; 5 Loeb 102; 6 Bakkerud 100.



RESULTS ROUND-UP

MOTOGP

ROUND 7/18, BARCELONA (E), JUNE 11 (25 LAPS – 72.312 MILES)

1	Andrea Dovizioso (I) <i>Ducati</i>	44m41.518s
2	Marc Marquez (E) <i>Honda</i>	+3.544s
3	Dani Pedrosa (E) <i>Honda</i>	+6.774s
4	Jorge Lorenzo (E) <i>Ducati</i>	+9.608s
5	Johann Zarco (F) <i>Tech3 Yamaha</i>	+13.838s
6	Jonas Folger (D) <i>Tech3 Yamaha</i>	+13.921s
7	Alvaro Bautista (E) <i>Aspar Ducati</i>	+16.763s
8	Valentino Rossi (I) <i>Yamaha</i>	+20.821s
9	Hector Barbera (E) <i>Avintia Ducati</i>	+23.952s
10	Maverick Vinales (E) <i>Yamaha</i>	+24.189s
11	Cal Crutchlow (GB) <i>LCR Honda</i>	+28.329s
12	Loris Baz (F) <i>Avintia Ducati</i>	+33.281s
13	Scott Redding (GB) <i>Pramac Ducati</i>	+35.200s
14	Karel Abraham (CZ) <i>Aspar Ducati</i>	+39.436s
15	Tito Rabat (E) <i>Marc VDS Honda</i>	+40.872s
16	Andrea Iannone (I) <i>Suzuki</i>	+43.221s
17	Sylvain Guintoli (F) <i>Suzuki</i>	+44.655s
18	Pol Espargaro (E) <i>KTM</i>	+48.993s
19	Sam Lowes (GB) <i>Aprilia</i>	+55.492s
R	Daniilo Petrucci (I) <i>Pramac Ducati</i>	23 laps-accident
R	Jack Miller (AUS) <i>Marc VDS Honda</i>	13 laps-accident
R	Aleix Espargaro (E) <i>Aprilia</i>	7 laps-engine
NS	Bradley Smith (GB) <i>KTM</i>	hand injury

Winner's average speed 97.080mph. Fastest lap Folger 1m45.969s, 98.264mph.

QUALIFYING 2

1 Pedrosa 1m43.870s; 2 Lorenzo 1m44.201s; 3 Petrucci 1m44.220s; 4 Marquez 1m44.320s; 5 A Espargaro 1m44.348s; 6 Barbera 1m44.381s; 7 Dovizioso 1m44.451s; 8 Folger 1m44.600s; 9 Vinales 1m44.620s; 10 Bautista 1m44.740s; 11 Redding 1m44.852s; 12 Iannone 1m44.928s.

QUALIFYING 1

1 Folger 1m44.239s; 2 Vinales 1m44.621s; 3 Rossi 1m44.661s; 4 Zarco 1m44.681s; 5 Miller 1m44.829s; 6 Baz 1m44.919s; 7 Crutchlow 1m45.162s; 8 Abraham 1m45.641s; 9 Rabat 1m45.741s; 10 P Espargaro 1m45.887s; 11 Lowes 1m48.803s; 12 Guintoli no time; 13 Smith no time.

RIDERS' CHAMPIONSHIP

1 Vinales 111; 2 Dovizioso 104; 3 Marquez 88; 4 Pedrosa 84; 5 Rossi 83; 6 Zarco 75; 7 Lorenzo 59; 8 Folger 51; 9 Crutchlow 45; 10 Petrucci 42; 11 Bautista 34; 12 Redding 33; 13 Miller 30; 14 Baz 23; 15 Iannone 21; 16 Barbera 21; 17 Rabat 19; 18 A Espargaro 17; 19 Abraham 11; 20 Pirro 7; 20 Rins 7; 22 P Espargaro 6; 23 Smith 6; 24 Lowes 2; 25 Guintoli 1.

MANUFACTURERS' CHAMPIONSHIP

1 Yamaha 139; 2 Honda 125; 3 Ducati 122; 4 Suzuki 28; 5 Aprilia 19; 6 KTM 8.



Championship leader Vinales struggled with low grip all weekend

INDYCAR SERIES

ROUND 8/16, TEXAS MOTOR SPEEDWAY, JUNE 10 (248 LAPS – 357.120 MILES)

1	Will Power (AUS) <i>Team Penske</i> · Dallara-Chevrolet	2h32m31.0118s
2	Tony Kanaan (BR) <i>Chip Ganassi Racing</i> · Dallara-Honda	+0.1978s
3	Simon Pagenaud (F) <i>Team Penske</i> · Dallara-Chevrolet	+0.3740s
4	Graham Rahal (USA) <i>Rahal Letterman Lanigan Racing</i> · Dallara-Honda	+0.8112s
5	Gabby Chaves (CO) <i>Harding Racing</i> · Dallara-Chevrolet	+1.8984s
6	Marco Andretti (USA) <i>Andretti Autosport</i> · Dallara-Honda	+4.1632s
7	Conor Daly (USA) <i>AJ Foyt Enterprises</i> · Dallara-Chevrolet	-1 lap
8	Max Chilton (GB) <i>Chip Ganassi Racing</i> · Dallara-Honda	-3 laps
9	Scott Dixon (NZ) <i>Chip Ganassi Racing</i> · Dallara-Honda	243 laps-accident
10	Takuma Sato (J) <i>Andretti Autosport</i> · Dallara-Honda	243 laps-accident
11	Ed Carpenter (USA) <i>Ed Carpenter Racing</i> · Dallara-Chevrolet	224 laps-accident
12	JR Hildebrand (USA) <i>Ed Carpenter Racing</i> · Dallara-Chevrolet	-33 laps
13	Josef Newgarden (USA) <i>Team Penske</i> · Dallara-Chevrolet	201 laps-accident
14	James Hinchcliffe (CDN) <i>Schmidt Peterson Motorsports</i> · Dallara-Honda	151 laps-accident
15	Mikhail Aleshin (RUS) <i>Schmidt Peterson Motorsports</i> · Dallara-Honda	151 laps-accident
16	Tristan Vautier (F) <i>Dale Coyne Racing</i> · Dallara-Honda	151 laps-accident
17	Ed Jones (UAE) <i>Dale Coyne Racing</i> · Dallara-Honda	151 laps-accident
18	Carlos Munoz (CO) <i>AJ Foyt Enterprises</i> · Dallara-Chevrolet	151 laps-accident
19	Ryan Hunter-Reay (USA) <i>Andretti Autosport</i> · Dallara-Honda	151 laps-accident
20	Helio Castroneves (BR) <i>Team Penske</i> · Dallara-Chevrolet	90 laps-accident
21	Charlie Kimball (USA) <i>Chip Ganassi Racing</i> · Dallara-Honda	41 laps-oil leak
22	Alexander Rossi (USA) <i>Andretti Herta Autosport</i> · Dallara-Honda	36 laps-accident

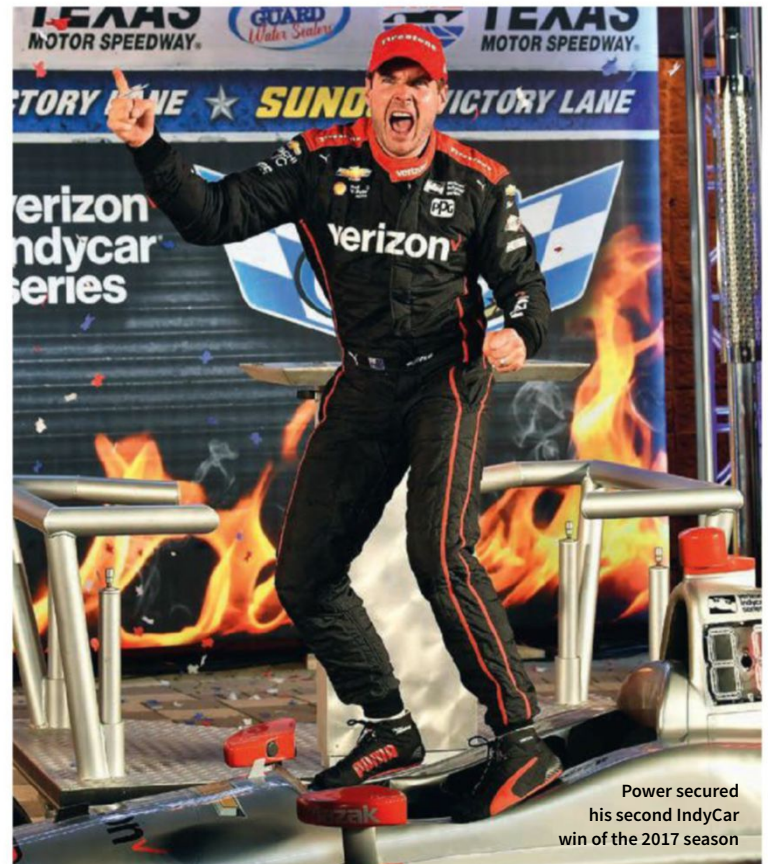
Winner's average speed 140.491mph. Fastest lap Kanaan 23.0816s, 224.594mph.

QUALIFYING

1 Kimball 222.556mph; 2 Dixon 222.516mph; 3 Rossi 222.442mph; 4 Kanaan 222.007mph; 5 Vautier 221.801mph; 6 Chilton 221.654mph; 7 Aleshin 221.489mph; 8 Sato 221.458mph; 9 Power 221.277mph; 10 Castroneves 221.200mph; 11 Rahal 220.954mph; 12 Pagenaud 220.845mph; 13 Hunter-Reay 220.707mph; 14 Carpenter 220.487mph; 15 Andretti 220.318mph; 16 Hinchcliffe 220.004mph; 17 Newgarden 219.947mph; 18 Hildebrand 218.960mph; 19 Jones 217.315mph; 20 Chaves 215.562mph; 21 Daly 215.521mph; 22 Munoz no speed.

CHAMPIONSHIP

1 Dixon 326; 2 Pagenaud 313; 3 Sato 312; 4 Castroneves 305; 5 Power 286; 6 Rahal 283; 7 Newgarden 277; 8 Kanaan 264; 9 Rossi 254; 10 Hinchcliffe 232.



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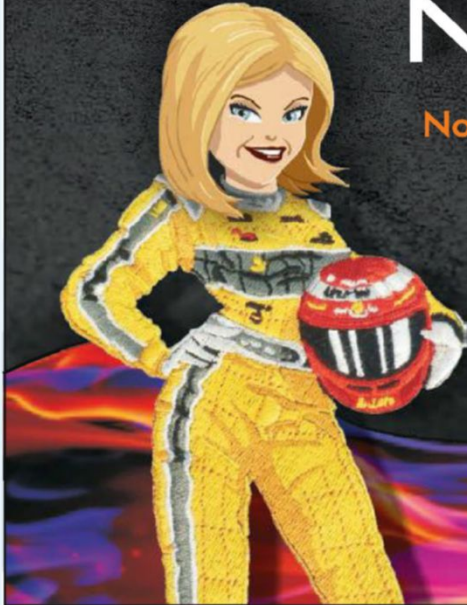
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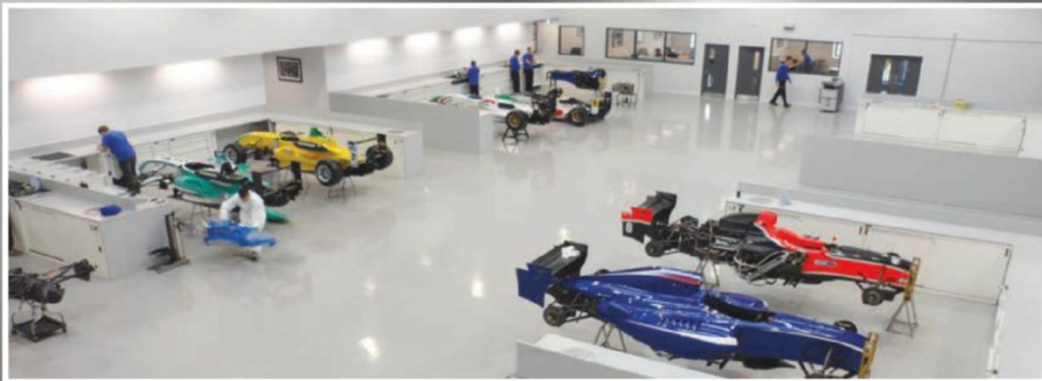
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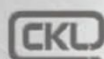


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NCME has set out its journey in being established through the formation of three areas of expertise subjects to further consultation, these being;

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Please specify in your covering letter whether you would like to be considered for a Lecturer or Senior Lecturer role. If you would like further details about this role, please contact Dr Zubair Hanslot, Provost & CEO of National Centre Motorsports Engineering on Z.Hanslot@bolton.ac.uk

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Reigning champions finished a lowly ninth at Silverstone last weekend



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BRITISHGT

Reigning champions 'lost' over set-up

TF SPORT BOSS TOM FERRIER SAYS that his team is "lost" in trying to find a balance for the struggling car of reigning British GT champions Jonny Adam and Derek Johnston.

Adam and Johnston have endured a difficult season so far in their Aston Martin Vantage GT3 – except for a victory last month at Snetterton – with their car developing mystery balance issues across recent rounds.

At Silverstone last weekend the pair complained of chronic understeer and shifting balance in their Vantage. TF made numerous changes to the machine after they qualified seventh, but a powersteering failure left them ninth in the race out of the 10 GT3 entries.

Adam and Johnston have now fallen to sixth in the championship table, 42 points behind Barwell's leading Lamborghini Huracan crew of Jon Minshaw and Phil Keen.

TF Sport will do back-to-back testing



with all three of its GT3 Astons ahead of the next round at Spa in an effort to save Johnston's and Adam's title bid.

TF's second car is driven by Mark Farmer and Jon Barnes, while the third is used in the Blancpain series by Ahmad Al Harthy and Adam, and has not suffered any balance problems.

"It's very clear we have an underlying

issue, but in truth we're a bit lost with what it actually is at the moment," said Ferrier.

"After Snetterton we thought it might be the differential, so we went testing at Silverstone and changed the gearbox and diff and everyone was happy. "Then we go back to Silverstone to race and have the same problem. It could just be set-up, or we could have something bent or broken that we've not seen yet. We're working with Prodrive [AMR's factory team] to try to get on top of it as something has to change.

"At Spa we'll run Jonny in a test with all three of our cars – his own, the sister car of Mark Farmer/Jon Barnes and our Blancpain GT Series car – to see if there's a performance differential as it really is getting to crunch time for Derek and Jonny's season."

Barwell is also testing at Spa in an effort to stay ahead of the competition in British GT.

Johnston and Adam won at Snetterton, but have otherwise found results hard to come by in 2017

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Soon the sports-racers would come to lap the GTs...

LMP3 AND GT CUP

Mixed reaction to LMP3, GT Cup grid

DRIVERS WERE SPLIT ON THE DECISION TO combine LMP3 Cup and GT Cup grids during last weekend's Spa race weekend.

Seven prototypes were part of a 33-car, creating a multi-class format reminiscent of the ACO's Le Mans Cup.

United Autosports Ligier driver Matt Bell enjoyed the experience of racing through the traffic, which played an essential role in helping him to catch and overtake Colin Noble to claim victory in race one.

"It gives a completely different complexion to the race. Dodging through the GT traffic makes it quite interesting," he said. "Sportscar racing is multi-class racing, so as a one-off it's good. The tricky thing is, I think the slower

traffic hasn't quite learned to spot us and there's a couple of drivers that don't make it very easy."

There were, however, several incidents involving the two different classes, which cast a shadow over the first race.

Nielsen Racing's Jamie Spence was chasing Bell when he was forced off at Raidillon after contact with a GTA Aston Martin, while Richard Chamberlain was leading the GT Cup class when he was hit by CJ Wilson and forced to retire with broken suspension.

"I think multi-class racing can work, but the drivers have to give each other respect," said Chamberlain. "The LMP3 cars are stunningly quick – they don't need to bully their way past GT cars."

After the victory for Bell and Tony Wells in the opening race, Ecurie Ecosse/Nielsen Racing pair Noble and Alasdair McCaig fared best in the hotter race – two conditions to score their fourth LMP3 Cup victory of the season.

A "schoolboy error", leaving the door open at La Source on lap 12, was all the invitation McCaig needed to head the similar Ligier of Wells. Noble maintained the advantage over Bell thereafter to strengthen his championship lead.

Graham Davidson's perfect start to the GT Cup season came to an end after he stalled his McLaren MP4/12C on the grid, although he still finished race one in second position, behind the Aston Martin of Adam Wilcox and Nigel Hudson. Davidson later won race two.

EBREY/LAT



BRITISH GT

Aston racers' Austria-Silverstone jet dash

THE ACADEMY MOTORSPORT team split racing duties between Silverstone and the Red Bull Ring in Austria last weekend, even enlisting the help of a private jet.

Team head Matt Nicoll-Jones and co-driver Will Moore took part in the European GT4 Series round at the Red Bull Ring and the showpiece British GT round, the Silverstone 500, last weekend.

Academy Motorsport shipped a spare Aston Martin Vantage GT4 to Austria for the pair to drive on Friday and Saturday, having set up

with its main car at Silverstone on Thursday night.

Nicoll-Jones and Moore raced in Austria on Saturday, but were eliminated after being T-boned by another car. The pair then went to Graz Airport where they used a private jet to travel back to the UK, landing at 10pm on Saturday, ready for British GT on Sunday afternoon.

They started at the back after skipping qualifying and went on to finish second in GT4.

"It's not something we'd consider doing regularly, but the

British GT result made it all worthwhile," said Nicoll-Jones. "We organised things so we went straight to the airport in Austria and the pilots were sat ready in departures."

- Martin Short will retire from British GT driving duties this year, handing over his seat in the Team ABBA Rollcentre Mercedes-AMG GT3 to Adam Christodoulou. Ex-Star Mazda champion Christodoulou joined Short and Richard Neary at Silverstone last weekend.

Wood (24) won
Champion of
Brands race



HAWKINS

FF1600

Wood wins after nine-year absence

KEITH WOOD RETURNED TO FORMULA Ford action for the first time in almost a decade during the American SpeedFest at Brands Hatch, following the death of his wife, Emma, from a brain tumour last year.

The driver from Kent took victory in his Swift SC93 in the Champion of Brands event ahead of Neil Tofts and Jack Kemp, and is raising awareness for the Brainstrust charity throughout the year.

"I just wanted something to take over my

life and that would occupy my mind," he said. "It's more about raising awareness: it's emotionally difficult and that's the one thing my wife struggled with.

"If I can help one person get to a chosen charity sooner rather than later that will make it worthwhile."

Wood used the same car at Brands Hatch last weekend he used to compete in a one-off in 2008. The last year Wood competed regularly in Formula Fords was '06.

FORMULARENAULTEUROCUP

F4 winner Quinn eyes Euro FRenault

BRITISH FORMULA 4 RACE winner Alex Quinn is set to continue with the Arden team on a round-by-round basis while he attempts to seal a graduation to the Formula Renault Eurocup with the squad.

Cash-strapped Quinn's current deal was extended to include last weekend's

meeting at Croft and he made the most of the reprieve by claiming his first win of the season. But he has his eyes set on the next step of the ladder.

"I would much rather be moving up to do something like Formula Renault," said Quinn. "With it being European, I'd learn a lot more tracks out there. It's a very

competitive championship so I feel I'd learn a lot. I'd absolutely love to drive with Arden."

Quinn could follow in the footsteps of the past two British F4 champions Lando Norris and Max Fewtrell, who both used it as a springboard into the Eurocup for the following season.



EBREY/LAT

GINETTA GT5 CHALLENGE AND GRDC+

Confusion mars Ginetta races

THE SECOND GINETTA GT5 CHALLENGE and GRDC+ race was postponed for several hours last weekend at Silverstone after confusion in Saturday's opening race.

GRDC+ driver Colin Plumb spun after contact with another driver, causing double-yellow flags to be waved. But it seemed as though several drivers set their fastest lap times during this period and the whole race was red-flagged, with 24 of the 48 drivers placed under investigation.

Each of those scrutinised appealed, with a lengthy delay ensuing as each appeal was reviewed individually.

With the grid for the second race determined by the results of the first, it proved impossible to contest the race at its scheduled 0935 start time on Sunday and it was subsequently postponed.

No action was ultimately taken against any driver, and both races took place at the end of the day's timetable.

IN BRIEF



HAWKINS

CARS WITH HISTORY ON SHOW AT BRANDS

A selection of famous American cars took part in demonstration runs during SpeedFest at Brands Hatch last weekend. They included a 1999 Pontiac Grand Prix used by former NASCAR champion Bobby Labonte, a replica of NASCAR legend and seven-time champion Richard Petty's Plymouth Superbird (above), a 1993 Penske PC22 Indycar (driven in the period by Emerson Fittipaldi and Paul Tracy) and a Ford Fusion used by former NASCAR driver Carl Edwards.

EVANS LEADS F2s TO NURBURGRING

Donington Park race winner Richard Evans (March 742) heads the entry for rounds three and four of the HSCC Historic Formula 2 FIA-sanctioned International Series at the Nurburgring this weekend. Frenchman Robert Simac (March 712M) will continue his bid for a record fifth overall title in a row, while Swede Torgny Johansson (March 782) joins the grid.

CHARPENTIER RETURNS TO BRITISH F3

Frenchman Tristan Charpentier will return to Chris Dittmann Racing's BRDC British Formula 3 Championship line-up for the next round at Spa next month. Charpentier contested the opening round of the campaign at Oulton Park with the squad, scoring a best finish of ninth, but has focused on SMP F4 since then. The 16-year-old did take part in last Friday's practice sessions at Silverstone, but could not contest the weekend's races due to existing F4 obligations.

ROCHE TARGETS GINETTA SWITCH

After a second successful substitution for British GT driver Jack Mitchell at Laser Tools Racing, Mazda MX-5 Mk1 champion Tom Roche is eyeing a full-time move to the Ginetta GT4 Supercup. Roche added a win and a third place at Croft last weekend (below) to the triumph he secured as a stand-in at Donington Park in April. "I love doing Mazdas but it would be great to do something else competitively," he said.



EBREY/LAT



Equipe GTs is a staple of MG Live! at Silverstone and brings an increased entry in 2017

WALKER

LMP3 CUP

MANSELL EYES MORE LMP3 CUP OUTINGS

SCOTT MANSELL HAS set his sights on continuing in the LMP3 Cup with Speedworks Motorsport after taking a brace of podiums on his first outing at Spa last weekend.

Despite not managing any dry laps prior to qualifying, the 2004 EUROBOSS champion was fastest for much of the session until a bite of oversteer put him in the barriers at Les Combes.

Having achieved the team's best results of the season so far and offered a valuable reference for single-seater graduate Jack Butel to learn from, Mansell is hoping for another opportunity in the next round at Silverstone.

"It was the first time in the car for me – we had that interrupted running on Friday which didn't help us," said Mansell. "It was the first time for Jack here at Spa, so I think to come away with two podiums is a good result."

"There's more to come from us and the car, so hopefully I'll be in the car next time at Silverstone and we can get on the next few steps of the podium there."

Butel was previously partnered in the car by Dean Gibbs.

EQUIPEGTS

Equipe GTs set for mega-grid

THE EQUIPE GTs SERIES HAS ATTRACTED A MASSIVE 84-car entry for its round at MG Live! this weekend.

The series, which caters for 1960s cars built to FIA Appendix K specification, will feature four races at the Silverstone MG Car Club event, with the entry split into two groups and each getting two half-hour races.

The two groups will be split according to lap times, meaning that faster drivers will spend less time lapping slower cars and slower drivers will not spend as much time letting faster ones by.

Series organiser John Pearson says he is delighted with the way the series has grown. "The Grand Prix circuit takes 58 places and last year we got 62 entries, which was great – so we had reserves – and we thought that was the best thing ever," he said.

"This year, we opened up entries [for the first round] and got 57 for 40 places at Donington Park. We opened the Silverstone entry list and got 75 entries in the first six

hours. We are now standing at 84 across the two double-header grids. It's a nice problem to have – it becomes more of a problem as the year goes on [getting track time]."

Pearson added there are a number of reasons why the series is proving so popular. "We don't allow sports racers, Lotus Elans or Marcoses, so lap times are very close, which is good for great close racing," he said. "Everybody gets a race – even if you're down in 28th, you've got people behind and in front of you and people are having fun."

"A lot of people have realised that things like MGBs, TR4s and TVRs are more affordable race cars than E-types and Mustangs, which are getting so expensive. We also do a lot of social stuff."

- Equipe GTs will not be the only category boasting large grids at Silverstone this weekend. The MG Trophy is set to feature a 45-car entry which would be the series' largest ever.

HISTORIC FORMULA FORD

Biggest Formula Ford grid to contest Cadwell Park Wolds Trophy

ONE OF THE BIGGEST FORMULA Ford entries in Cadwell Park history will contest rounds three and four of the HSCC Historic FF1600 Championship during the Wolds Trophy meeting this weekend.

A total of 50 pre-1971 cars will tackle the challenging Lincolnshire track and four races, two each day, have been timetabled.

Just two points cover the top three after the opening two rounds and Richard Tarling (Jamun T2) has a single-point lead over Mike O'Brien (Merlyn Mk20), while Callum Grant (Merlyn Mk20) is one point down on O'Brien.

Tarling has never raced at Cadwell before, while Grant recently won on the Pau street circuit in France. He also

won both races at the Wolds Trophy in 2016.

- More names have been confirmed for the FF celebration of 50 years at Brands Hatch on July 1/2: Kenny Acheson, Jason Elliott, Damien Magee, Tony Trimmer, Richard Roberts, Gerrit van Kouwen, Gareth Rees, Ray Allen and Andy Ackereley.



EBREY/LAT

Grant (Orange) won Wolds Trophy last year



Historic racing needs help to halt its decline

By Marcus Pye, the voice of club racing

[@autosport](#)

HISTORIC RACING IN ITS MANY FORMS HAS ENJOYED increased popularity over the past 20 years. Indeed, the genre has long been hailed as motorsport's only major growth area.

From the outside it may still look to be in glowing health, with choice aplenty for competitors and enthusiasts on the other side of the fence.

The reality is, however, that for four or five seasons now it has been in steady decline. Without drastic or innovative action being taken by promoters, this slide will be tough to avoid.

A calendar of too many events, thus date clashes bringing dilution of finite entries, has long been recognised as a major problem within the marketplace. It's undeniably a factor – look at the Goodwood Festival of Speed, HSCC's Legends of Brands Hatch Superprix and new GP de France Historique at Magny-Cours on the July 1-2 weekend for example – but it's not the principal reason.

The underlying issue is an ageing competitor demographic – a fact of life that can't be reversed. An amateur statistician's lap of an HSCC or Masters paddock would reveal that there are many more competitors in their forties, fifties and sixties than teenagers or twentysomethings.

At VSCC meetings a few youngsters follow family tradition, but at HGPCA events the upper parameter is higher still, and there is a dearth between those age groups, when most would-be racers are establishing business roots, starting families and paying mortgages, not entry fees.

Another issue is an aspirational one. While it is still possible to start competing in historic events 'affordably,' with a basic

'70s Road Sports car for instance, the cost of switching to bespoke racing cars increases steeply by the class, mirroring climbing the rungs of the professional racing ladder.

It's determined from the top, where prices of premium F1 cars of the Cosworth DFV era (1967-85) have doubled inside a few years, driven by Monaco GP Historique invitations.

At a more modest level there are still bargains to be had. F2, Atlantic and F3 cars continue to offer particularly real bang-for-buck value (if you have the pocket, technical ability or support to run them), while far simpler Pinto-powered FF2000s look exceptionally underpriced, with many selling for less than £20,000, which won't buy an exciting new road car. Competitors have to start somewhere.

While a few younger ones transfer from karting or modern club racing (often after parents' wallets have run dry) and some mid-lifers graduate from trackdays having developed their taste for speed in fast road-burners, grid numbers have dwindled at Historic events in the UK and Europe over recent years.

Rising entry fees – pushed up by circuit-hire costs to cover improving venue standards, in fairness – don't help the majority. That some fortunate competitors are inured to this, paying pro teams to run a raft of cars at meetings, divides fun-seekers and those determined to win further.

There should be places for both sets to thrive, but fewer and better grassroots events for clubmen, perhaps even stand-alone races instead of championships, would help hard-pressed clubs keep entry levels up. Those who can afford more can always find it. 🍷



EX-WORKS COOPER MAKES DEBUT

Fresh from RAC Woodcote Trophy victory at Brands Hatch with Patrick Blakeney-Edwards in a Cooper-Jaguar T38 sports car, Charles Gillett debuted his ex-works Cooper T43 – F2-3-57 long raced by Andrew Smith – with second on the road (as an invitee) in Saturday's wet Hawthorn Trophies race at Oulton Park.

RACHAEL FINNEY: 1962-2017

The death of hugely talented East Yorkshire competitor, motor engineer and car builder Rachael Finney will sadden rivals across four decades and several disciplines, from junior grass-track events through rallying and hillclimbing to circuit racing. As Richard Finney, she won championships on grass in 1978, Northern GT racing in a self-built Sunbeam Stiletto in '84, and the MGCC's B/C/V8 series in the mid-'90s. Following gender reassignment, Rachael competed in a Rover GTi, latterly in the Super Coupe Cup, before cancer struck. To soul-mate Jane we offer sincere condolences at the passing of a sportsperson who bravely broke down barriers of convention and earned respect for her prowess.



TARLING FROM JAMUN TO MACON?

Richard Tarling could switch from Jamun to PA Motorsport's Macon for the Cadwell Park Historic Formula Ford round this weekend. "We plan to back-to-back them on Friday, but Richard's gut reaction is to race the Macon," said team chief Peter Alexander. Macons have not shown since Darren Burke dominated in 2010.

SILVERSTONE
BRITISH GT JUNE 10-11

Bentley pair's brilliance upsets BGT status quo

BENTLEY DIDN'T JUST WIN LAST weekend's Silverstone 500 event, it dominated it. Seb Morris and Rick Parfitt Jr put in a near-flawless display to take a crushing victory by more than a minute in British GT's showpiece meeting, and in doing so reignited their championship bid.

The Bentley Continental GT3 was always going to be the car to beat around the 3.6-mile Silverstone Grand Prix circuit. The Crewe-built car and the home of the British GP seem to be naturally suited to one another.

Morris and Parfitt should have won at Silverstone last season, but lost out in unpredictable conditions. This time around there were no such meteorological concerns, just a result that became all the more certain after the opening 30 minutes.

The Bentley excels on fast, flowing tracks such as Silverstone. The car's strong blend of turbo power and efficient aero makes it a weapon in the first two sectors of the lap. It also benefited from a small increase in turbo-boost pressure after a torrid previous round at Snetterton but – according to the team – track characteristics were still its key ally.

"The Bentley is just so well suited around here; that's where the advantage comes from, not having a tiny bit more boost," said Callum MacLeod, who was arguably the fastest of the Bentley drivers all weekend.

"Through the fast stuff we can carry brilliant apex speed, but the straights aren't our strong point."

Bentley was also helped by issues for its main rivals. The Lamborghinis were handed an additional 15kg of weight off the back of recent dominance across Europe. Barwell boss Mark Lemmer said it didn't change much, apart from exacerbating the fact that Silverstone's heavy braking and acceleration zones didn't make for a particularly happy hunting ground for the Lambo.

TF Sport also had troubles. Its two Aston Martin Vantage crews continued to chase a suitable balance after a troubled previous round in Norfolk. Both cars again suffered different symptoms, despite running very similar set-ups. The car of Jonny Adam/Derek Johnston had crippling understeer, while the Jon Barnes/Mark Farmer version had oversteer, leaving team members scratching their heads.

One Aston that was definitely on form was the Prodrive-backed Macmillan AMR car of James Littlejohn and Jack Mitchell. The all-Silver pairing shed 5kg of ballast for Silverstone and once again were the stars of qualifying. Littlejohn topped the Am session by 1.1 seconds from Parfitt, meaning that even when Morris took one second out of Mitchell in the Pro session, it would be an Aston that pipped the Bentley to pole.

That mattered little, though, as Parfitt's start was so good that the Aston's lead didn't even last until Copse Corner. Parfitt judged the rolling start perfectly and zipped into the lead ahead of Mitchell as soon as the lights went out.



Parfitt started Bentley's race, building advantage for team-mate Morris

From then on Team Parker had a plan to maximise the pace of the Bentley. The team calculated that by being lighter on fuel and running shorter stints it could save up to 70kg against its rivals.

With fresh Pirellis and less fuel, Parfitt got the hammer down and toured away to a lead that stretched as far as 7s before a brief gearbox glitch forced it back down to 5s by the time he pitted for Morris. The team topped up the fuel and sent Morris on his way and, by the time the stops had cycled through, he had stretched the car's lead to over 40s.

By that point the race as a contest was done. Morris handed back to Parfitt with a healthy advantage, but Parfitt had a big scare when he clashed with Farmer at Stowe when lapping the Aston. Farmer slewed across the Bentley's bow after the collision, but fortunately the damage amounted to just a misshapen dive plane.

Parfitt and Morris took the flag 1m03s clear of Littlejohn/Mitchell, who both drove superbly but were ultimately undone by the extra 8s added to each of their mandatory stops due to their driver gradings.

"We had the best car, the best

Points leaders Keen/Minshaw were fourth with plenty of weight





strategy and everything went to plan pretty much," said Parfitt, who fought off a bout of illness to take the race start. "This win is huge for us and means so much. I want to dedicate it to my late dad, who was here last year and I'm sure would have loved to have seen this."

The Spirit of Race Ferrari 488 of Matt Griffin/Duncan Cameron ran consistently to third place after benefiting from trouble for its rivals. The second Bentley of MacLeod/Ian Loggie should have been on the podium, such was its pace, but Loggie crashed out at Cope in the final hour.

Barwell opted to run championship leaders Phil Keen/Jon Minshaw on full fuel with both drivers doing long first stints, but with no safety-car intervention the Lambo lagged to fourth after its two late stops. It netted solid points.

The Team ABBA-Rollcentre Mercedes was rejuvenated by the addition of Adam Christodoulou and looked set for a great showdown against Keen's Lambo, until a late stop-go for shaving time off his final stop robbed Christodoulou of the chance, the Merc instead ending up fifth.

It was a miserable day for TF.

Johnston spun on the opening lap and then suffered a power-steering failure that hobbled to car to ninth, with Barnes/Farmer managing to finish seventh.

The Track-Club McLaren of Adam Balon/Adam Mackay took victory in GT4 after a superb race-long four-car fight.

Class points leaders Will Tregurtha/Stuart Middleton secured pole in the only Ginetta that could live with the McLarens' straight-line advantage, but their HHC entry broke a driveshaft on lap two.

That left three McLarens in the lead fight, interspersed by two Aston Martins from Academy and Macmillan.

Balon/Mackay surged ahead in the final few laps to hold off the Vantage of Matt Nicoll-Jones/Will Moore, who had started at the back of the grid having raced in Austria on Saturday.

Matthew Graham/Marcus Hoggarth were third in the IN2 570S ahead of the Macmillan Vantage of Jan Jonck/William Phillips. The Black Bull McLaren of Ciaran Haggerty/Sandy Mitchell was also in the frame, but slipped to eighth after a late drive-through for straying beyond track limits.

ROB LADBROOK



In battle of McLarens, Track-Club pair Balon and Mackay won GT4

RESULTS

BRITISH GT (84 LAPS) 1 Rick Parfitt Jr/Seb Morris (Bentley Continental GT3); 2 James Littlejohn/Jack Mitchell (Aston Martin Vantage GT3) +1m03.650s; 3 Duncan Cameron/Matt Griffin (Ferrari 488 GT3); 4 Jon Minshaw/Phil Keen (Lamborghini Huracan GT3); 5 Richard Neary/Martin Short/Adam Christodoulou (Mercedes-AMG GT3); 6 Liam Griffin/Sam Tordoff (Lamborghini Huracan GT3). **Fastest lap** Callum MacLeod (Bentley Continental GT3) 2m02.376s (107.68mph). **Pole** Littlejohn/Mitchell. **Starters** 10.

POINTS 1 Minshaw/Keen 119; 2 Parfitt/Morris 115; 3 Cameron/Griffin 83.5; 4 Mitchell/Littlejohn 82.5; 5 Griffin/Tordoff 81; 6 Johnston/Adam 77.

GT4 (76 LAPS) 1 Adam Balon/Adam Mackay (McLaren 570S GT4); 2 Will Moore/Matt Nicoll-Jones (Aston Martin Vantage GT4) +2.817s; 3 Marcus Hoggarth/Matthew Graham (McLaren 570S GT4); 4 William Phillips/Jan Jonck (Aston Martin Vantage GT4); 5 Alex Reed/David Pittard (Ginetta G55 GT4); 6 Graham Johnson/Mike Robinson (McLaren 570S GT4). **FL** Joe Osborne (McLaren 570S GT4) 2m14.031s (98.31mph). **P** Will Tregurtha/Stuart Middleton (Ginetta G55 GT4). **S** 18.

POINTS 1 Reed/Pittard 98; 2 Balon/Mackay 94.5; 3 Middleton/Tregurtha 92.5; 4 Johnson/Robinson 82.5; 5 Mitchell/Haggerty 82; 6 Nicoll-Jones/Moore 52.

SILVERSTONE
BRITISH F3 JUNE 10-11

Sowery gets going with first wins

WITH THREE LAPS OF THE OPENING BRDC British Formula 3 Championship race of the season at Oulton Park to go, Toby Sowery surely couldn't have imagined that it would take the best part of two months and eight more races to claim his first victory of the season.

He was leading that race before slipping through the gravel and dropping to third. Victories for Enaam Ahmed (six), Cameron Das, Ben Hingeley and Jordan Cane followed before Sowery – installed as a de facto title favourite before the season start – finally cleared the curse and graced the top step at Silverstone. In some emphatic fashion.

Practice gave the first indication of things to come. Sowery's first session pace was 0.141 seconds faster than the rest, which was nothing particularly noteworthy – but was recorded on a set of tyres with 100 kilometres on them. His practice-two lap, which put him seven tenths clear, was set on less-used rubber, but still those tyres had covered enough distance to leave Sowery and his Lanan Racing team feeling bullish about their chances.

Key to that pace, and his success thereafter, was his speed through the flowing first sector. In every session but the final race, Sowery recorded the fastest first sector of all. And while his quickest qualifying lap didn't stick to that trend, most of the other important laps of the weekend did.

"I was doing some work last year and I was following Jake Dennis," Sowery recalled. "I saw him in an FIA [F3] car take a completely different line to what I'd even thought of and I've just tried to adapt it as much as possible to that – I guess it worked."

It sure did. While Ahmed got to within two tenths of Sowery in qualifying, the gap after the first sector on lap one of the first race was a full eight tenths – enough

for Sowery to have broken the tow. It only increased thereafter, Sowery advancing to five seconds clear on his way to a pressure-relieving first win of 2017 as Ahmed was forced to concede that he had no answer to his rivals' pace.

Like proverbial buses, Sowery didn't have to wait long for win number two. Race three was a near-carbon-copy of the first affair, with Sowery again pulling away from pole. "I think that's probably a stronger point," he added. "Lap one at the front is really, really good. I just enjoy ragging the hell out of it, to break a gap. That was a big part of the race."

His cause was aided further by those behind trying to avoid tripping over one another, as fellow front-row starter Callan O'Keeffe cause a logjam. James Pull – who'd finished third in races one and two – was the first to attack and made a bold move stick through Club, but by that point he'd already lost the scent of the lead.

Ahmed had dropped back from third to fifth at the start but reinherited the place by the end of the lap as O'Keeffe and Hingeley came to blows at Woodcote, with the Douglas Motorsport machine of O'Keeffe out on the spot and Hingeley dropping down the order. That allowed Ahmed onto the back of Carlin team-mate Pull and, in identical liveries with near-identical fluorescent-green helmets,

First win eluded Sowery for some time, but Lanan driver now has two victories

the pair were indistinguishable on-track. Ahmed piled the pressure on Pull, but Pull held firm, resisting a pair of lunges from Ahmed into Village.

They were still well shy of Sowery, though, and he grabbed his second win to complete a near-perfect weekend – a timely one too.

He wasn't that far from stealing a maximum haul of points, either. Sowery started the reversed-grid second race from eighth courtesy of his race-one victory, but stormed his way to second in an entertaining affair.

Three positions were his on the first lap – with Ahmed, Das and Nicolai Kjaergaard impressively dispatched – before fourth was Sowery's reward for a gutsy lunge down O'Keeffe's inside at Stowe. Unseating polesitter Manuel Maldonado netted Sowery a podium place, but there was one final pass to come as he forced his way past Pull – who admitted he'd struggled with his brakes, later diagnosed as a broken master cylinder – on the inside at Brooklands on the final lap.

But that showing couldn't quite upstage winner Hingeley. Fourth on the grid, the Fortec Motorsport driver rocketed out of his grid slot, clearing Das and Kjaergaard on the run to Copse before sweeping past team-mate Maldonado to gain the lead.

While Pull was swiftly into second, the Carlin man could get no closer than 1.5s off the rear of Hingeley's car before he dropped back, allowing Hingeley a comfortable run to the finish.

Fifth in that race was Ahmed, who later was content that he'd extracted the maximum he could from the weekend. A healthy advantage is still his at the top of the points, but a revitalised Sowery adds a fresh interest to the title fight.

JACK COZENS



Banzai launch was key to Hingeley's (77) success from fourth in reversed-grid race two

Stoney and Brown head frantic scraps

SILVERSTONE MARKED A CHAOTIC weekend in the Ginetta GT5 Challenge and GRDC+ championships, as the two series combined forces to create a grid of 48 entries.

In the first race, Shane Stoney and Simon Traves duelled side by side through Aintree and down the Wellington Straight, with Stoney emerging on top. The leading Ryan Hadfield was next in Stoney's sights and a move around the outside on the exit of Brooklands meant Stoney had done just enough to take the win, with the race subsequently red-flagged due to a car stranded on track.

Lewis Brown snatched the lead from Stoney on the third lap of race two on Sunday, having started in fifth. Despite several challenges from the race-one winner, Brown managed to hang on until the chequered flag came out. Behind Stoney in second, Traves, Hadfield and Nick Zapolski spent the race exchanging third place and it was a photo finish, with Traves just edging it.

Luke Pinder started on the reversed-grid pole position in the final race and



looked set for a win, but a penalty for being out of position on the grid, coupled with a shortened race due to curfew, meant the win again went the way of Brown.

Things were quieter in the Ginetta Racing Drivers' Club, with Tom Golding enjoying a dominant weekend, claiming wins in both races. He had started on pole in the first race, despite not being entirely happy with his pace. And, although he initially lost the lead to Graeme Bishopp, Golding was back in control of proceedings in no time at all. He was followed home by closest rival Tom Sibley, ahead of Bond To.

Golding remained untouched throughout race two, building a lead of 19.6 seconds over To and Bishopp by

Stoney scored a win and a runner-up spot in GT5 Challenge races

the flag, his championship bid further aided when Sibley suffered two spins as a result of gearbox woes and retired just one lap from the end.

Brett Smith led from start to finish in the first of the Mini Challenge races to take his third consecutive race win after fending off a battling Rob Smith. Mark Wakefield was third ahead of James Turkington, who leapt from eighth to fourth.

Accidents meant that race two was run mainly under safety-car conditions, before eventually being red-flagged completely, giving Max Bladon the win from Rob Smith and Wakefield. It was another tough weekend for ex-champion Charlie Butler-Henderson, who retired from race one with an engine issue, and recovered to 12th in the shortened race two.

Luke Stevens made an impressive charge through the field to fifth in the first of the Caterham Seven 420-R races after a broken driveshaft in qualifying. That race was won by John Byrne, with points leader Danny Winstanley in second after a race-long battle. Byrne and Winstanley again contested the win in race two but Byrne spun, allowing Winstanley and Lee Wiggins to break away. Wiggins passed Winstanley on the final corner to take victory by a mere 0.029s.

LUCY MORSON



Golding managed a brace of GRDC wins



Byrne was a winner as Caterhams joined support bill

RESULTS

BRDC BRITISH FORMULA 3 (ALL 10 LAPS) 1 Toby Sowery; 2 Enaam Ahmed +5.265s; 3 James Pull; 4 Callan O'Keefe; 5 Ben Hingeley; 6 Cameron Das. **Fastest lap** Sowery 1m57.924s (111.74mph). **Pole** Sowery. **Starters** 16. **RACE 2 1 Hingeley;** 2 Sowery +2.075s; 3 Pull; 4 O'Keefe; 5 Ahmed; 6 Manuel Maldonado. **FL** Sowery 1m57.152s (112.48mph). **P** Maldonado. **S** 16. **RACE 3 1 Sowery;** 2 Pull +3.935s;

3 Ahmed; 4 Chase Owen; 5 Das; 6 Jordan Cane. **FL** Ahmed 1m58.229s (111.45mph). **P** Sowery. **S** 16. **POINTS 1 Ahmed 310;** 2 Pull 252; 3 Sowery 247; 4 Das 247; 5 Hingeley 241; 6 O'Keefe 214. **GINETTA GT5 CHALLENGE AND GRDC+ (4 LAPS) 1 Shane Stoney;** 2 Ryan Hadfield +0.130s; 3 Simon Traves; 4 Nick Zapolski; 5 Lewis Brown; 6 Luke Pinder. **Class winner** Rob Keogh. **FL** Stoney 2m28.000s (89.03mph). **P** Oliver Wilkinson. **S** 48. **RACE 2 (6 LAPS) 1 Brown;**

2 Stoney +1.575s; 3 Traves; 4 Hadfield; 5 Zapolski; 6 Wilkinson. **CW** Keogh. **FL** Traves 2m27.954s (89.06mph). **P** Stoney. **S** 46. **RACE 3 (3 LAPS) 1 Brown;** 2 Stoney +0.446s; 3 Max Bird; 4 Wilkinson; 5 Traves; 6 Katie Milner. **CW** Keogh. **FL** Stoney 2m28.565s (88.70mph). **P** Angus Fender. **S** 44. **GINETTA RACING DRIVERS' CLUB (BOTH 6 LAPS) 1 Tom Golding;** 2 Tom Sibley +0.498s; 3 Bond To; 4 Graeme Bishopp; 5 Dimitri Sedashev; 6 Jamie Hopkins.

FL Golding 2m38.240s (83.27mph). **P** Golding. **S** 16. **RACE 2 1 Golding;** 2 To +19.550s; 3 Bishopp; 4 Bill Forbes; 5 Jimmy Thompson; 6 Steve Birt. **FL** Golding 2m38.526s (83.12mph). **P** Golding. **S** 16. **MINI CHALLENGE JCW (9 LAPS) 1 Brett Smith;** 2 Rob Smith +1.781s; 3 Mark Wakefield; 4 James Turkington; 5 Max Bladon; 6 Henry Neal. **FL** R Smith 2m22.767s (92.30mph). **P** B Smith. **S** 29. **RACE 2 (4 LAPS) 1 Bladon;** 2 R Smith +0.569s; 3 Wakefield;

4 B Smith; 5 Turkington; 6 Reece Barr. **FL** R Smith 2m26.548s (89.92mph). **P** Henry Neal. **S** 26. **CATERHAM SEVEN 420-R (BOTH 13 LAPS) 1 John Byrne;** 2 Danny Winstanley +0.110s; 3 Lee Wiggins; 4 Jack Brown; 5 Luke Stevens; 6 Tom Eden. **FL** Wiggins 2m21.607s (93.05mph). **P** Stephen Nuttall. **S** 29. **RACE 2 1 Wiggins;** 2 Winstanley +0.029s; 3 Brown; 4 Nuttall; 5 Jack Sales; 6 Stevens. **FL** Nuttall 2m21.166s (93.34mph). **P** Byrne. **S** 29.

GINETTA JUNIOR JUNE 10-11

Safety car denies Priaulx a hat-trick

A SAFETY CAR IN THE THIRD race at Croft was all that stopped Seb Priaulx from taking a historic three Ginetta Junior wins in a weekend.

Ever since the JHR driver was handed a massive 126-point penalty for an engine infringement after Thruxton, he has been in sublime form. He won both races at Oulton Park and was on course to extend his winning streak to five until that thrilling third race.

As with the two earlier contests, Priaulx started on pole but was unable to pull away from Douglas Motorsport's Kiern Jewiss on the first lap. But then Jewiss became embroiled in an excellent scrap with Priaulx's team-mate Tom Gamble, allowing the leader to build up a healthy advantage.

That was until the safety car was deployed. Greg Johnson was stranded in the Clervaux gravel after battling with Harry Dyson, and Priaulx's lead was gone in an instant.

On the restart, Gamble was right on his tail and made a bold move at Tower with three laps to go. Priaulx tried to defend but Gamble was alongside and squeezed the leader out wide, allowing Jewiss to nip ahead too.

Despite Wood, Adam Smalley and Harry King closing in to make the top six run line astern, there were no further position changes, with Priaulx having to settle for the bottom step of the podium.



"What a shame the safety car came out," he said. "It was a bit unfortunate, but that happens – well done to Tom."

Championship leader Gamble confessed that he was fortunate to take his fifth win of the season.

"I was really lucky with the safety car!" he admitted. "I made the move on Seb, which I had to do because he's really fast when his tyres get hot. As soon as you get down the inside the move is done."

Priaulx had no such dramas in the earlier two wet races, comfortably beating Jewiss on both occasions.

"These weather conditions require more driver skill and car control," he explained. "I did have a bit of pressure at the start from Jewiss, but it wasn't too bad. What happened [the penalty] before made me more determined to win and show people who I really am – I am showing the world what I can do."

He certainly is, and has already climbed to sixth in the standings despite his penalty, which remains under appeal.

But Priaulx is still 115 points behind Gamble, who narrowly missed out on

Priaulx spent almost all of the Croft weekend at the front of the Ginetta Junior pack

a trio of Croft podiums. He was passed on the last lap in the opener by Tom Wood before finishing third in race two.

Gamble's championship bid was aided by a miserable weekend for Daniel Harper, who entered the weekend second in the points. Seventh, sixth and eighth-place finishes after several unfortunate incidents have dropped him to 66 points behind Gamble.

A consistent meeting from HHC driver Wood means he is now Gamble's closest challenger heading into the summer break.

STEPHEN LICKORISH

RESULTS

RACE 1 (8 LAPS) 1 Seb Priaulx; 2 Kiern Jewiss +3.940s; 3 Tom Wood; 4 Tom Gamble; 5 Jordan Collard; 6 Harry King.
Fastest lap Priaulx 1m50.176s (69.43mph). **Pole** Priaulx.
Starters 19. **RACE 2 (6 LAPS) 1 Priaulx;** 2 Jewiss +3.635s; 3 Gamble; 4 Harry Dyson; 5 Wood; 6 Daniel Harper.
FL Wood 1m49.685s (69.74mph). **P** Priaulx. **S 19. RACE 3 (9 LAPS) 1 Gamble;** 2 Jewiss +0.355s; 3 Priaulx; 4 Wood; 5 Adam Smalley; 6 King. **FL** Wood 1m41.307s (75.51mph). **P** Priaulx. **S 19. POINTS 1 Gamble 309;** 2 Wood 257; 3 Jewiss 255; 4 Harper 243; 5 King 207; 6 Priaulx 194.

GINETTA GT4 SUPERCUP JUNE 10-11

Sub Roche continues to shine

LASER TOOLS RACING'S 'SUPER-sub' Tom Roche scored a second win in only his second event in the Ginetta GT4 Supercup.

Deputising for British GT driver Jack Mitchell, Roche claimed third and fourth places in the opening two races without ever being truly happy with his pace after struggling to get heat into his tyres in the early laps.

The problem was solved by team boss Rob Boston switching Roche to team-mate Charlie Ladell's set-up for the reversed-grid race three, where the Mazda MX-5 champion converted pole position to victory, holding off championship leader Callum Pointon

and George Gamble in the closing stages.

Pointon secured second with a pass around the outside of Ben Green at Tower. When Green attempted to return the favour a lap later he ran wide, with grass in the radiator then forcing him to pit.

It was a disappointing end to an otherwise near-perfect weekend for Green, who won the other two races. In the first he benefited from polesitter Carl Boardley having to start from the pitlane after he discovered an airlock in his newly-fitted radiator. Gamble followed Green home in both races, pushing him hard on each occasion but unable to find a way through.

MARK PAULSON



Set-up changes for race three allowed Roche to win again

RESULTS

RACE 1 (9 LAPS) 1 Ben Green; 2 George Gamble +0.890s; 3 Tom Roche; 4 Tom Hibbert; 5 Callum Pointon; 6 Reece Somerfield. **FL** Gamble 1m31.734s (83.39mph). **P** Carl Boardley. **S 20. RACE 2 (15 LAPS) 1 Green;** 2 Gamble +0.590s; 3 Pointon; 4 Roche; 5 Charles Ladell; 6 Jac Constable. **FL** Gamble 1m24.461s (90.57mph). **P** Green. **S 20. RACE 3 (15 LAPS) 1 Roche;** 2 Pointon +0.259s; 3 Gamble; 4 Hibbert; 5 Ladell; 6 Declan Jones. **FL** Roche 1m24.911s (90.09mph). **P** Roche. **S 18. POINTS 1 Pointon 291;** 2 Gamble 238; 3 Green 213; 4 Hibbert 210; 5 Ladell 176; 6 Roche 172.

Lundqvist charges to double

LINUS LUNDQVIST PROVED THAT there is plenty of life left in this year's British Formula 4 Championship contest with a pair of imperious, lights-to-flag wins at Croft.

The season may only be at its halfway point, but Jamie Caroline's record-equalling eight wins had been looking ominous. But Caroline was immediately on the back foot with a 10-place grid penalty picked up at Oulton Park. Only Lundqvist was faster than Caroline in qualifying and he duly converted pole into a comfortable win in similarly wet conditions.

Caroline had already risen to sixth before a first-lap safety car. When Harry Webb passed Alex Quinn around the outside into Clervaux on the restart, Caroline followed through, then claimed fourth when Webb ran wide two laps later. With a mishandling car after early contact, Caroline could not make any further impression as Double R Racing ace Lundqvist eased to victory over Oscar Piastrri.

Lundqvist was similarly dominant in race three. Caroline's challenge from second on the grid faltered when checked momentum at the chicane allowed Arden pair Quinn and Piastrri into second and third, which they held to the end. Carlin man Caroline was further hampered by gearbox gremlins as he fell to fifth.

In between, fast-starting Quinn scored his first win of the season in a hectic reversed-grid race. Initially second, Caroline was caught napping by Piastrri, Ayrton Simmons, Lundqvist and Sargeant, but was fighting back before contact with Simmons dropped him to seventh. Lundqvist himself salvaged fourth after running wide at Tower while trying to pass Simmons.

The Swede may still be third in the championship, 85.5 points down on Caroline, but he has momentum going into the summer break and believes Caroline is catchable. "He has a big gap, but we proved here today that he is beatable," he said.

MARK PAULSON



Swede Lundqvist was in tremendous form at Croft, taking two wins and a fourth place

RESULTS

RACE 1 (12 LAPS) 1 Linus Lundqvist; 2 Oscar Piastrri +6.691s; 3 Logan Sargeant; 4 Jamie Caroline; 5 Alex Quinn; 6 Ayrton Simmons. **Class winner** Harry Webb. **FL** Lundqvist 1m30.761s (84.28mph). **P** Lundqvist. **S** 15.

RACE 2 (11 LAPS) 1 Quinn; 2 Piastrri +0.463s; 3 Sargeant; 4 Lundqvist; 5 Oliver York; 6 Patrik Pasma. **CW** York. **FL** Quinn 1m21.750s (93.57mph). **P** Simmons. **S** 16.

RACE 3 (15 LAPS) 1 Lundqvist; 2 Quinn +5.728s; 3 Piastrri; 4 Karl Massaad; 5 Caroline; 6 Sargeant. **CW** York. **FL** Lundqvist 1m21.444s (93.93mph). **P** Lundqvist. **S** 16.

POINTS 1 Caroline 238; 2 Piastrri 170.5; 3 Lundqvist 152.5; 4 Quinn 139; 5 Sargeant 134; 6 Pasma 108.5.

Big lead for Bushell after another brace

SIXTY-NINE POINTS. THAT'S HOW big Mike Bushell's lead is in the Renault UK Clio Cup heading into the summer break after taking two more wins at Croft.

The 2014 champion had never won at the North Yorkshire venue before last weekend, but you would never have known it from the way he performed.

But, despite claiming two comfortable poles, the races weren't straightforward. In the wet opener he slid wide out of the chicane on lap four and dropped to third.

Last season Bushell's racecraft was shown up by title winner Ant Whorton-Eales on occasion, but this time the Pyro man was resurgent, fighting past Daniel Rowbottom and then going round the outside of Max Coates at Tower to win.

"That incident did allow me to practise some overtaking!" joked Bushell, who finished 3.5s ahead of Nathan Harrison after Coates dropped back.

He then doubled up with a lights-to-flag race-two win, but had to deal with a mid-race safety car, a rain shower and the closing home-hero Coates.



"We've won more races now than the year I won the championship, so that has given me a massive lead," said Bushell. "Max drove well and I cooked my tyres a little bit early on. I was a bit worried by the rain, but the abrasive track surface meant it didn't make much difference."

Paul Rivett completed the podium after pulling off a magnificent move on James Colburn on the outside through the Esses.

STEPHEN LICKORISH

Bushell won both races but had to fight hard to regain the lead after an error in wet first outing

RESULTS

RACE 1 (15 LAPS) 1 Mike Bushell; 2 Nathan Harrison +3.574s; 3 Daniel Rowbottom; 4 Paul Rivett; 5 Jack McCarthy; 6 Max Coates. **FL** Bushell 1m40.076s (76.44mph). **P** Bushell. **S** 20.

RACE 2 (15 LAPS) 1 Bushell; 2 Coates +0.551s; 3 Rivett; 4 James Colburn; 5 Harrison; 6 Lee Pattison. **FL** Coates 1m32.371s (82.81mph). **P** Bushell. **S** 20.

POINTS 1 Bushell 297; 2 Pattison 228; 3 Rivett 216; 4 Coates 193; 5 Colburn 170; 6 Rowbottom 162.

BRANDS HATCH
MSVR JUNE 10-11

Young racer makes it a Day to remember with win, podium

THE THUNDERING SOUND OF V8 engines resonated around Brands Hatch as the NASCAR Whelen Euro Series emerged as the highlight of the MSVR's American SpeedFest.

Reigning champion Anthony Kumpen claimed his first win of the season in the opening race of the Elite 1 Class, after he started from pole aboard his Chevrolet SS and survived a late safety-car restart to hold off current series leader Borja Garcia, with Alon Day in third.

Any chance of another win for Kumpen evaporated early on during Sunday's race as a mistake at Graham Hill Bend while leading dropped him to fourth. This allowed Day's Chevrolet to lead the pack ahead of Frederic Gabillon (Toyota Camry) and Marc Goossens (Ford Mustang).

A collision between Champ Car race winner Bruno Junqueira – making a guest appearance aboard a Chevrolet – and 1993 Le Mans winner Christophe Bouchut at Clearways brought out the safety car midway through the race.

Day held his ground at the restart and was required to do the same several laps

later when another safety car was deployed. This time it was to retrieve the stricken car of Stienes Longin from the exit of Druids, having damaged the front of his Chevrolet.

Israeli racer Day, who was named as part of NASCAR's Next programme for young talent last year, withstood sustained pressure from Gabillon and Goossens until the chequered flag to claim his maiden win of the year.

Another star name taking part in the event was 2000 NASCAR Winston Cup champion Bobby Labonte, who was making his debut at the Kent circuit and in the series driving a Ford Mustang. He managed a creditable 14th and 10th.

It was the perfect weekend for Thomas Ferrando in the NASCAR Whelen Euro Series Elite 2 Class as he took a brace of victories in his Mustang to extend his championship advantage.

The Frenchman took the lead from Guillaume Dumarey – driving the same Chevrolet as Kumpen – at Druids early on, and would maintain it for the rest of the first race, while he made sure



NASCAR Next programme member Day secured victory at American SpeedFest

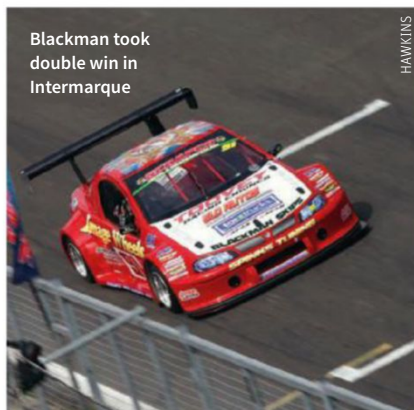
of victory in the second having started from pole position.

It was a fairytale return to Formula Ford for Keith Wood who, after more than a 10-year break, took pole, led every lap and claimed victory for his first Champion of Brands triumph in his Swift SC93. But it was anything but an easy race for the man from Kent as he faced race-long pressure from Adam Quartermaine (Van Diemen) and Neil Tofts (Mygale SJO8).

Quartermaine's attempts at overtaking for the lead earned him a 45s penalty for exceeding track limits, dropping him from third to sixth, while Matt Rivett was left to rue a missed opportunity after being forced out with a stuck throttle on his Ray GR10 after starting second.

A superb performance from Scott Bourne allowed him to extend his championship lead in the Pickup Truck Racing Championship, claiming a brace of wins with two assertive drives.

In the opening race he forced his way through from fifth on the grid to win



Blackman took double win in Intermarque

HAWKINS



Smallridge (below) and Davis were class of Bernie's V8 field

HAWKINS

RESULTS

NASCAR WHELEN EURO SERIES

ELITE 1 CLASS (37 LAPS) 1 Anthony

Kumpen (Chevrolet SS); 2 Borja Garcia (Ford Mustang) +0.328s; 3 Alon Day (Chevrolet SS); 4 Marc Goossens (Ford Mustang); 5 Gianmarco Ercoli (Ford Mustang); 6 Thomas Ferrando (Ford Mustang). **Class winners** Ercoli; Dario Caso (Ford Mustang). **Fastest lap** Kumpen 49.244s (88.30mph).

Pole Kumpen. **Starters** 26. **RACE 2 (30 LAPS) 1 Day;** 2 Frederic Gabillon (Toyota Camry) +0.765s; 3 Goossens; 4 Salvador Tineo Arroyo (Chevrolet SS); 5 Ferrando; 6 Ercoli. **CW** Arroyo; Marko Stipp (Chevrolet SS). **FL** Gabillon 49.769s (87.37mph).

P Kumpen. **S** 23.

ELITE 2 CLASS (BOTH 30 LAPS)

1 Thomas Ferrando (Ford Mustang); 2 Guillaume Dumarey (Chevrolet SS) +4.852s; 3 Maciej Dreszer (Chevrolet SS); 4 Felipe Rabello (Chevrolet SS); 5 Martin Doubek (Ford Mustang); 6 Marconi Abreu (Toyota Camry).

CW Dumarey; Jerry de Weerd (Ford Mustang); Carmen Boix Gil (Chevrolet SS). **FL** Ferrando 49.638s (87.60mph). **P** Dumarey. **S** 21. **RACE 2 1 Ferrando;** 2 Ulysse Delsaux (Toyota Camry) +6.792s; 3 Dumarey; 4 Dreszer; 5 Doubek; 6 Rabello. **CW** Dumarey; de Weerd; Boix Gil. **FL** Ferrando 49.950s (87.05mph). **P** Ferrando. **S** 21.

CHAMPION OF BRANDS (18 LAPS)

1 Keith Wood (Swift SC93); 2 Neil

Tofts (Mygale SJO8) +1.568s; 3 Jack Kemp (Ray GR07); 4 Archie Hine (Van Diemen JL12); 5 Adam Fathers (Van Diemen); 6 Adam Quartermaine (Van Diemen). **FL** Tofts 51.703s (84.10mph). **P** Wood. **S** 11.

PICKUP TRUCKS (BOTH 18 LAPS)

1 Scott Bourne; 2 Mark Willis +1.212s; 3 Michael Smith; 4 David O'Regan; 5 Antony Hawkins; 6 Lee Rogers. **FL** Bourne 52.294s (83.15mph). **P** Hawkins. **S** 18. **RACE 2 1 Bourne;** 2 Paul Tompkins +0.346s; 3 Smith; 4 Lea Wood; 5 O'Regan; 6 Willis. **FL** Wood 52.365s (83.04mph). **P** Paul Jones. **S** 18. **BERNIE'S V8s (14 LAPS) 1 Tim Davis (TVR Tuscan);** 2 James Plant (Allard J2) +10.352s; 3 William

Smallridge (Sunbeam Tiger); 4 James Wheeler (MGB GT V8); 5 Neil Fowler (MGB GT V8); 6 Stuart Daburn (TVR Tuscan). **CW** Smallridge; Robin Gray (Pontiac Trans Am); Peter Samuels (MGB GTV8). **FL** Smallridge 52.339s (83.08mph). **P** Smallridge. **S** 34. **RACE 2 (17 LAPS) 1 Smallridge;** 2 Davis +3.545s; 3 Plant; 4 Fowler; 5 Simon Cripps (MGB GTV8); 6 Ian Prior (MGB GTV8). **CW** Davis; Mathew Smith (TVR Chimaera); Tony Paxman (Ford Escort). **FL** Smallridge 52.103s (83.46mph). **P** Davis. **S** 34. **RACE 3 (26 LAPS) 1 Davis;** 2 Smallridge +17.127s; 3 Fowler; 4 Russell McCarthy (MG B GTV8); 5 Cripps; 6 Michael Saunders (Ford Mk1 Escort Mexico). **CW** Smallridge; Smith;

Malcolm Harding (Ford Escort Zakspeed). **FL** Smallridge 52.028s (83.58mph). **P** Paxman. **S** 33.

SPEEDFEST SILHOUETTES (17 LAPS) 1 Malcolm Blackman

(Vauxhall Tigra); 2 Keith White (BMW Z4) +9.890s; 3 Mike Thurley (Vauxhall Tigra); 4 Chris Ayling (Vauxhall Tigra); 5 Philip Blackford (Peugeot 206CC); 6 Mick Robertson (Volkswagen Corrado). **CW** Anthony Bennett (Caterham R300). **FL** Blackman 49.125s (88.52mph). **P** Lewis Smith (Vauxhall Tigra). **S** 20. **RACE 2 (18 LAPS) 1 Blackman;** 2 Smith (Mercedes SLK) +7.925s; 3 Thurley; 4 Ayling; 5 Bennett; 6 White. **CW** Bennett. **FL** Blackman 49.567s (87.73mph). **P** John Steward (Mercedes SLK). **S** 18.

OULTON PARK

VSCC JUNE 10-11

De la Roche wins vintage F3 thriller

WITH MIKE FOWLER AND DARRELL Woods breathing down his neck, local man Richard de la Roche held on to win a superb Stuart Lewis-Evans Trophy 500cc Formula 3 contest, 1.12 seconds blanketing the Cooper trio in the closest finish of last Saturday's VSCC Formula Vintage event.

JAP-motivated de la Roche outqualified his Norton-powered rivals to land pole. When the morning's heavy rain returned, he twice skittered over the grass into Hislops, yet had the momentum to pip Fowler, who briefly fell behind Woods. Stuart Wright scampered from the back to fourth, although John Turner almost caught him.

Disappointingly, the host club's major races were sparsely supported, but practice spinner Mark Gillies gave a virtuoso demonstration in snaring his seventh Hawthorn Spanish Trophy win in the only ERA to race, Dick Skipworth's R3A, in which Raymond Mays scooped the marque's first big success at the Nurburgring in 1935.

Versatile invitee Charles Gillett enjoyed "a baptism of fire" in a Cooper T43, staving off Fred Harper's rumbling Kurtis-Offy Indycar, while Julian Grimwade secured the Hawthorn Memorial Trophy in his muscular Alvis-engined Frazer Nash.

Gillett's FN Super Sports, in Eddie Williams's deft hands, took the Bill Phillips Trophy chequer, but a 10-second jumped-start penalty left the combo 0.63s short of Andrew Mitchell's beautifully prepared HRG. Mark Butterworth's imposing Lagonda V12 was fourth, behind Tim Kneller's Riley.

Tom Walker's sensational 12-litre Hispano Suiza V8 aero-engined Amilcar rocketed clear of Justin Maeers's staccato Cirrus-powered GN Parker to regain the Boulogne Trophy, last won in 2015. Dougal Cawley clung on to his GN/Ford Piglet's ears to claim the Oulton Park Trophy from Mitchell and Gillies in an Aston Martin.

Maeers had earlier won an Allcomers race, passing Walker when his brakes cooked.



JONES

Winner de la Roche had some grassy moments

Christian Pedersen's blown 750cc monoposto Austin 7 was a gallant third. Back in the ERA, Gillies slithered to another win in the finale. An eager-start penalty was pointless.

Although Tony Seber's supercharged Wolseley Special lapped 10s quicker than anybody else in treacherous conditions, Simon King (Morgan 4/4 LM) drove neatly to win the multi-start Pre-War Handicap from Alan Harpley's Avon/Alvis Special.

Fourth into Old Hall, Morgan poleman Keith Ahlers inadvertently squeezed fast-starting Tony Lees over the outside exit kerb and into a scary spin. As the vivid yellow +8 gyrated back onto the track everybody breathed in and missed it as Ahlers cemented his 95th Challenge win in his former road car.

Reigning champion Elliot Paterson kept Ahlers focused while the leader wrestled with front-brake issues. Andrew Thompson was a fine third, from Simon Baines and the undaunted Lees.

New to the VSCC guest list was the Ferrari Formula Classic series. Past master Gary Culver (328 GTB) won both races, chased by Peter Fisk's hulking 550 Maranello. Sadly, veteran Peter Everingham's 328 GTB was savaged at both ends in the opener, which forced a restart.

MARCUS PYE

→ P76 FULL RESULTS



Walker's Hispano Amilcar blasted to Boulogne glory

JONES



HAWKINS

ahead of Mark Willis and Michael Smith, but his performance in the second race was even more impressive.

Polesitter Paul Jones threw away any chance of a good result when he spun during the formation lap and had to take the start from the back of the grid as a result, leaving David O'Regan to lead the field at the start.

O'Regan's lead only lasted a handful of laps as an attempt by Bourne to pass around the outside of Druids allowed Smith to jump them both.

Bourne wasn't to be denied and pulled off a thrilling pass around the outside of Smith at Druids to take the lead, which he would hold until the finish ahead of Paul Tompkins and Smith, who had lost first gear.

A mistake cost Tim Davis the chance for a hat-trick of wins in Bernie's V8s as his TVR Tuscan and William Smallridge's Sunbeam Tiger dominated all three races.

A spin for Smallridge in the first race handed victory to Davis, while the mistake from Davis at Druids made it one apiece going into the final race. Davis was first to the front after the reversed grid placed him ninth, and when Smallridge hit problems he was unchallenged.

Malcolm Blackman asserted himself at the top of the Intermarque Championship after taking a brace of wins while main rival Lewis Smith had a troubled weekend. Smith put his Vauxhall Tigra on pole but was forced to retire when his oil pump belt broke, handing the win to Blackman. The problem on Smith's car couldn't be rectified and he was forced to use his father Richard's Mercedes SLK for the second race.

A charge through the field from 14th allowed Smith Jr to reach second, but he was unable to close the gap to Blackman's Tigra, which landed another victory.

STEFAN MACKLEY



SNETTERTON
BRSCC JUNE 10-11

STYLES

Double victory for Jedi warrior Morgan

LEE MORGAN BOUNCED BACK FROM defeat at the hands of Michael Watton in race one to take a pair of Formula Jedi successes, as the Snetterton 300 Circuit hosted two days of varied action in warm and sunny conditions.

From a commanding pole position, Watton began his Formula Jedi weekend with a superb victory in race one, finishing more than seven seconds ahead of Morgan, with 2016 champion Rob Sayell taking third position.

The same trio were on the podium in race two, albeit with the top two switching places as Morgan fended off Watton to win by less than a second at the line. Morgan then doubled up in race three after a fascinating duel with Paul Butcher, who salvaged second after a tough weekend, while Sayell completed his ownership of the third step of the podium.

It looked as though Adam Southgate would continue his Boxster-class form from Cadwell Park after victory in the first Porsche Championship race from Ed Hayes and Richard Avery on Saturday, but 2015 champion Hayes struck back with two impressive victories in Sunday's thrilling pair of races to reaffirm his championship lead, while Southgate and Avery each took a second and a third.

Pip Hammond's domination of the

924 class continued with a flawless hat-trick of wins, while Andrew Baker did likewise in the Production Boxsters.

Top-step honours were shared between James Gornall and Steven Dailly in the BMW Compact Cup, with Gornall taking a commanding lead early on to win virtually unchallenged in race one.

Dailly blamed overheating tyres for finishing a distant second, but come the second race later that afternoon the former Scottish BMW champion was

Morgan was second in the first race before winning the next two contests

right back on form. Somehow he resisted unrelenting pressure from champion Gornall for the entire contest as the pair drove away in a race of their own. Dailly superbly held on for the win, while Owen Hunter bagged a pair of third places.

Saturday's Production GTI races featured success in the Mk5 series for both Martyn Walsh and Simon Hill, the pair enjoying a good battle in race two. Dan Gibbs was the hero of the Mk2 Championship paddock as he scored the first two wins of his career in the 16v class, while Luke Wales and Matthew Eccles took a win each from the 8v-class runners.

Alan Brooke's rapid little Class C MG Metro couldn't be unseated from the head of the MG Cup entry all weekend as he picked up two wins. Richard Buckley (ZR 170) drove through to take second and Class B success in both races ahead of Gianni Picone's invitation MG ZR.

HRDC also made an appearance on Sunday to add a historic flavour to proceedings, as David Devine's Riley 1.5 won the 45-minute Touring Greats/TC63 race by just short of a full minute, before Brian Small claimed the Allstars/Academy & A-Series Challenge race aboard his Ashley MG Midget.

SCOTT WOODWISS



Dailly resisted pressure from Gornall to win

STYLES

RESULTS

FORMULA JEDI (ALL 9 LAPS) 1 Michael Watton; 2 Lee Morgan +7.379s; 3 Robert Sayell; 4 Dan Clowes; 5 Adam Walker; 6 Bryony King. **Fastest lap** Watton 1m50.144s (97.03mph). **Pole** Watton.

Starters 13. **RACE 2 1 Morgan;** 2 Watton +0.908s; 3 Sayell; 4 Paul Butcher; 5 Kristian Prosser; 6 Clowes. **FL** Watton 1m50.206s (96.98mph).

P Elliott Mitchell. **S** 13. **RACE 3 1 Morgan;** 2 Butcher +0.793s; 3 Sayell; 4 Watton; 5 Clowes; 6 Walker. **FL** Watton 1m49.439s (97.66mph). **P** Watton. **S** 12.

PORSCHE (10 LAPS) 1 Adam Southgate (Boxster); 2 Ed Hayes (Boxster) +0.504s; 3 Richard Avery (Boxster); 4 Nick Hull (Boxster); 5 Angus Archer (Boxster); 6 Kevin Molyneaux (Boxster). **Class winners** Pip Hammond (924); Andrew Baker (Boxster). **FL** Southgate 2m11.410s (81.33mph).

P Hayes. **S** 21. **RACE 2 (9 LAPS) 1 Hayes;** 2 Southgate +1.770s; 3 Avery; 4 Molyneaux; 5 Andrew Porter (Boxster); 6 Archer. **CW** Hammond; Baker. **FL** Hayes 2m11.035s (81.56mph). **P** Southgate. **S** 21. **RACE 3 (9 LAPS)**

1 Hayes; 2 Avery +5.681s; 3 Southgate; 4 Archer; 5 Molyneaux; 6 Garry Goodwin (Boxster). **CW** Hammond; Baker. **FL** Hayes 2m11.277s (81.41mph). **P** Alex Stocker (Boxster). **S** 21.

BMW COMPACT CUP (BOTH 7 LAPS) 1 James Gornall; 2 Steven Dailly +6.484s; 3 Owen Hunter; 4 James Nutbrown; 5 Ian Jones; 6 Matthew Parkes. **FL** Gornall 2m22.019s (75.25mph). **P** Gornall. **S** 30.

RACE 2 1 Dailly; 2 Gornall +0.374s; 3 Hunter; 4 Samuel Carrington Yates; 5 Nutbrown; 6 Jones. **FL** Gornall 2m22.420s (75.04mph). **P** Gornall. **S** 28.

MK2 PRODUCTION GTI & MK5 (9 LAPS) 1 Martyn Walsh (Mk5); 2 Dan Rose (Mk5) +8.464s; 3 James Howlinson (Mk5); 4 Adam Hance (Mk5); 5 Simon Hill (Mk5); 6 Dan Gibbs (Mk2). **CW** Gibbs; Matthew Eccles (Mk2). **FL** Hill 2m16.089s (78.53mph). **P** Walsh. **S** 18. **RACE 2 (8 LAPS) 1 Hill;** 2 Walsh +1.241s; 3 Hance; 4 Howlinson; 5 Gibbs; 6 Tim Hartland (Mk2). **CW** Gibbs; Eccles. **FL** Hill 2m15.556s (78.84mph). **P** Walsh. **S** 17.

MG CUP (BOTH 9 LAPS) 1 Alan Brooke (Metro); 2 Richard Buckley (ZR 170) +3.579s; 3 Gianni Picone (ZR 170); 4 Jake Burns (ZR 170); 5 James Darby (B); 6 Steve Darbey (ZR 170). **CW** Buckley; Picone; Steve Tyler (ZR 160). **FL** Brooke 2m20.784s (75.91mph). **P** Brooke. **S** 23.

RACE 2 1 Brooke; 2 Buckley +3.595s; 3 Picone; 4 Burns; 5 Darby; 6 Ed Davies (ZR 170). **CW** Buckley; Picone; Joshua Wright (ZR 160). **FL** Brooke 2m20.844s (75.88mph). **P** Brooke. **S** 21.

HRDC TOURING GREATS & TC63 (18 LAPS) 1 David Devine (Riley 1.5); 2 John Yea (Austin A40 Speedwell) +59.621s; 3 Gavin Watson (Alfa Romeo Giulietta Ti); 4 Marc Gordon (Lotus Elite); 5 Mark Gold/James Wood (Riley 1.5 Bonhams); 6 Stephen Chase/Henry Chase (Ford Anglia).

CW Yea; Watson; Gordon; Chase/Chase; Graham Love/Alastair Love (Jaguar Mk7); Nick Powell (Austin A35 Academy). **FL** Devine 2m31.210s (70.68mph). **P** Devine. **S** 21.

HRDC ALLSTARS (12 LAPS) 1 Brian Small (Ashley MG Midget); 2 John Yea (MGB Roadster) +1.846s; 3 Matthew Holme (Porsche 911); 4 Marc Gordon (Lotus Elite); 5 Nick Powell (Austin A35 Academy); 6 Bruce Chapman (Austin A35 Academy). **CW** Yea; Powell; Joel Hawkins (Austin A40 Academy). **FL** Charles Rainford (Lenham Le Mans Sprite) 2m28.602s (71.92mph). **P** Rainford. **S** 14.



Maguire masterful in Fiesta ST round

DAVE MAGUIRE TOOK A PAIR OF WINS as the Ford Fiesta ST field entertained the audience at Mondello Park.

A first-corner shunt in the opening race eliminated five cars, including that of FF1600 star Kevin O'Hara, who had qualified fourth – with no testing – in Joey Greenan's car. On the restart it was Maguire who led home Shane McFadden. In race two Michael Cullen made a break early on but Maguire reeled him in and snatched the lead with two laps to run. Hugh Grennan made it a Murray Motorsport 1-2-3.

Alan Auerbach dominated proceedings in Irish Strykers despite early pressure from class returnee Andy D'Alton. In race two Auerbach again drove away from the rest, with Des Bruton coming out tops in a hectic scrap for runner-up spot.

Novice Luke O'Faolain took an impressive Vee B/C win after a race-long battle with Gavin Buckley. Dan Polley led the Vee final away, but series leader Colm Blackburn charged up from fourth to pass him. Polley fought back and had the lead again by half-distance before contact sent him spinning at the Esses. At the flag it was Blackburn from Kevin Grogan, but officials imposed a penalty on Blackburn for the Polley incident, dropping him to seventh and handing Grogan the win from Justin Costello and Stephen Morrin.

An on-form Kevin Sheane won the double in Formula Sheane, despite huge pressure in

race two from multiple champion Brian Hearty and David Parks.

Bernard Foley (MGB) dominated both HRCA races, with Steve Griffin's Midget his closest challenger on each occasion.

Rod McGovern eased away to take the SEAT Supercup opener, while Erik Holstein charged to second before gradually falling back. Jonathan Fildes then took second and slashed the gap to the leader in the closing stages, while Sam Mansfield was third, despite a spin on the opening lap. In race two Mansfield led away, but a slight off at the Esses towards the end allowed McGovern through to deny the novice his maiden win.

Barry Hallion beat poleman Peter Barrable away in the Supercars and held sway until mid-race, when he slowed with electrical problems. Alan Dawson had shadowed the pair until a spin dropped him back, but he recovered to follow Barrable home in second. In race two, a three-way battle raged throughout with Barrable just holding off team boss Alan Kessie and early leader Dawson.

MJ Farrell drove superbly in his Toyota Levin to track down longtime Future Classics leader John Downey's Peugeot 205, grabbing the lead and the win at the final corner as the heavens opened. With Downey receiving a 10-second penalty for breaking the barrier time, David Walsh inherited second place.

Shane Rabbitt dominated ITCC race one in now difficult conditions in his Mazda RX7, crossing the line well ahead of closest challenger Keith Campbell's VW Corrado. In race two Ulick Burke led until the late stages, when brake failure caused his Honda Integra to swap ends under braking for the final corner, causing a red flag. Rob Savage (Integra) took the honours on countback, having been narrowly ahead of Rabbitt as they crossed the line on the previous lap.

Owen Purcell took two hard-earned Fiesta Zetec wins, with Mark O'Donoghue chasing him in race one and poleman Thomas Mulready his closest challenger on the second time of asking.

LEO NULTY

P77 FULL RESULTS





Moran took a win, but business now calls him away

ROBINSON

LOTON PARK
BRITISH HILLCLIMB JUNE 10-11

Moran strikes before the rain

SCOTT MORAN CONTINUED where he left off at Gurston Down with a win in the first encounter, but light rain falling in the final shootout meant it was Sean Gould who took a third career win.

Moran was the man to beat as has been the case for most of this decade, but will now be missing for all but one of the next six rounds. "That was a very satisfying win but our family and businesses must take priority for now," he said.

Moran had qualified his Gould third fastest for the first run-off, which meant he ran third from last. His mark could not be matched by later runners Alex Summers, outstanding in his relatively low-powered DJ Firestorm, and championship leader Trevor Willis (OMS), who finished third and second respectively.

By coincidence, bearing in mind Summers's car is built around Wallace Menzies's original DJ Firestorm, it was Menzies who finished right behind his old tub.

Richard Spedding and Jason Mourant qualified fourth equal, and finished fifth and sixth behind Menzies, who had qualified a slightly disappointing eighth given his Gould's clearly advanced design and superior power output.

Gould and co-driver Eynon Price qualified 11th and 12th but raised themselves to eighth and ninth. Graham Wynn, who is the championship co-sponsor, finished out of the points, while Ed Hollier suffered an electrical failure, pulling up at the top of Cedar Straight, notorious for actually being a series of challenging sharp switchbacks. That left the final point to Steve Owen — once in a while the OMS

constructor has an inspired drive in his 1070cc car and he did this at Loton, not only winning his class but qualifying for the runoff, where he outpaced the bigger car of Wynn.

Qualification for round 10 followed a similar pattern to earlier but the situation would change as the run-off unfolded. With final qualifier Lee Griffiths failing to start, Wynn was next along but his engine cut out after the finish and he pulled up on the remote and narrow return track to the holding finish paddock. The short delay while he was recovered to safety meant that rain arrived by the time Gould and Hollier had completed their runs. While it rapidly began drying, Oliver Tomlin, next after Hollier, suffered a nightmare run, 10 seconds slower than anyone else. The rest of the competitors suffered varying fortunes but fastest qualifier Menzies overcame the conditions best to post second fastest behind Gould.

Dave Uren made a comeback from ankle and foot injuries sustained at Harewood. Uncomfortable early on, he overcame the later wet conditions better than Mourant, Willis and Summers. A bad day for Will Hall after recent successes when he blew his engine in Q1 leaves him with only six days to replace it before the next round at Doune.

Tina Hawkes lowered the ladies hill record by one hundredth of a second, being the first to better any of Sue Young's records at the three Midlands hills, in a 1600cc bike-engined Force against Young's 4-litre Judd-powered Gould.

EDDIE WALDER

➔ **P77** FULL RESULTS

RESULTS

OULTON PARK VS CC

PRE '61 HAWTHORN MEMORIAL & SPANISH TROPHY (7 LAPS) 1 Mark Gillies (ERA R3A); 2 Charles Gillett (Cooper T43) +20.11s; 3 Fred Harper (Kurtis Kraft 500G); 4 Nick Taylor (Elva 100 FJ); 5 Julian Grimwade (Frazer Nash Single Seat); 6 Ian Baxter (Alta 61 I.S.). **Class winners** Gillett; Baxter. **Fastest lap** Gillies 2m21.11s (68.68mph). **Pole** Gillies. **Starters** 12.

PRE-WAR SCRATCH RACE (9 LAPS)

1 Justin Maeers (GN Parker); 2 Tom Walker (Amilcar Hispano Special) +28.09s; 3 Christian Pedersen (Austin 7 Special); 4 Edward Williams (Frazer Nash Supersports); 5 Mike Painter (MG PA); 6 David Seber (Wolseley Hornet Special). **FL** Maeers 2m12.75s (73.00mph). **P** Maeers. **S** 19.

SPECIAL PRE-WAR SPORTS (7 LAPS)

1 Dougal Cawley (GN/Ford Piglet); 2 Andrew Mitchell (HRG 1.5 litre) +1.28s; 3 Mark Gillies (Aston Martin Monoposto); 4 Tim Kneller (Riley TT Sprite); 5 Richard Iliffe (Riley Kestrel 12/4 Special); 6 David Seber (Wolseley Hornet Special). **CW** Mitchell. **FL** Mitchell 2m20.13s (69.16mph). **P** Cawley. **S** 15.

FERRARI FORMULA CLASSIC (8 LAPS)

1 Gary Culver (328 GTB); 2 Peter Fisk (550 Maranello) +11.13s; 3 Chris Butler (328 GTB); 4 Christopher Goddard (308 GTB); 5 Richard Moseley (328 GTB); 6 Tim Walker (328 GTB). **CW** William Moorwood (308 GT4); Goddard; Butler; Fisk. **FL** Culver 1m59.15s (81.34mph). **P** Culver. **S** 17. **RACE 2 (9 LAPS) 1 Culver;** 2 Butler +7.00s; 3 Moseley; 4 Fisk; 5 Vance Kearney (F355 Challenge); 6 Walker. **CW** Moorwood; Goddard; Butler; Fisk. **FL** Culver 2m19.50s (69.47mph). **S** 15.

STANDARD & MODIFIED PRE-WAR SPORTS (7 LAPS)

1 Andrew Mitchell (HRG 1.5 litre); 2 Edward Williams (Frazer Nash Super Sports) +0.63s; 3 Tim Kneller (Riley TT Sprite); 4 Mark Butterworth (Lagonda V12); 5 Simon Blakeney-Edwards (Frazer Nash Super

Sports); 6 Trevor Swete (Invicta S Type). **CW** Ian Standing (Riley Brooklands); Butterworth; Christopher Mann (Alfa Romeo RL Targa Florio). **FL** Williams 2m20.78s (68.84mph). **S** 26.

MORGAN CHALLENGE (11 LAPS)

1 Keith Ahlers (Plus 8); 2 Elliot Paterson (ARV6) +0.53s; 3 Andrew Thompson (ARV6); 4 Simon Baines (Roadster); 5 Tony Lees (Plus 8); 6 Tim Parsons (4/4 Supersports). **CW** E Paterson; Steven McDonald (Plus 8); James Sumner (4/4); Michelle Bailey (Plus 4); Russell Paterson (Plus 8); Parsons. **FL** Ahlers 1m55.01s (84.26mph). **P** Ahlers. **S** 21.

BOULOGNE TROPHY FOR VINTAGE CARS (7 LAPS)

1 Tom Walker (Amilcar Hispano Special); 2 Justin Maeers (GN Parker) +5.20s; 3 Tony Lees (AC/GN Cognac); 4 Charles Gillett (Frazer Nash Super Sports); 5 Iain Stewart (Morgan Super Aero); 6 Mark Walker (GN Thunderbug). **CW** Jonathan Fenning (Austin 7 Ulster); Gillett. **FL** T Walker 2m10.92s (74.02mph). **P** Lees. **S** 13.

PRE-WAR HANDICAP (4 LAPS)

1 Simon King (Morgan 4/4 Le Mans); 2 Alan Harpley (Avon/Alvis Special) +1.86s; 3 Robert Moore (Austin 7); 4 Ian Fyfe (Alvis 12/70 Special); 5 Tony Seber (Wolseley Hornet Special); 6 Douglas Martin (Hillegrass Sprint Car). **FL** T Seber 2m42.58s (59.61mph). **P** Moore. **S** 28.

500 FORMULA 3 (6 LAPS)

1 Richard de la Roche (Cooper Mk5); 2 Mike Fowler (Cooper Mk5) +0.41s; 3 Darrell Woods (Cooper Mk12); 4 Stuart Wright (Cooper Mk11); 5 John Turner (Cooper Mk9); 6 Xavier Kingsland (Staride Mk3). **CW** JB Jones (JLR); Woods. **FL** Woods 2m43.12s (59.41mph). **P** de la Roche. **S** 14.

ALLCOMERS PRE-WAR SCRATCH RACE (5 LAPS)

1 Mark Gillies (ERA R3A); 2 Justin Maeers (GN Parker) +45.91s; 3 Tony Seber (Wolseley Hornet Special); 4 Julian Grimwade (Frazer Nash Single Seat); 5 Tony Lees (AC/GN Cognac); 6 Richard Iliffe (Riley Kestrel 12/4 Special).



Silhouettes off the line at Brands

HAWKINS

ROUND-UP

CW T Seber; Mark Elder (Austin Seven Special); Lees; Maeers.
FL Gillies 2m26.44s (66.18mph).
P Gillies. **S** 13.

MONDELLO PARK MEC

FIESTA STS (9 LAPS) 1 Dave Maguire; 2 Shane McFadden +0.491s; 3 Brendan Fitzgerald; 4 John Denning; 5 Hugh Grennan; 6 Michael Cullen. **FL** McFadden 1m07.062s (61.71mph). **P** McFadden. **S** 19. **RACE 2 (13 LAPS) 1 Maguire**; 2 Cullen +1.495s; 3 Grennan; 4 Fitzgerald; 5 McFadden; 6 Darragh McMullen. **FL** Maguire 1m08.446s (60.46mph). **P** Cullen. **S** 17.

STRYKERS (15 LAPS) 1 Alan Auerbach; 2 Paul Yeomans +11.553s; 3 Des Bruton; 4 Andrew D'Alton; 5 Greg Kelly; 6 Roger Welaratne. **FL** Auerbach 1m02.218s (66.51mph). **P** Auerbach. **S** 13.

RACE 2 (14 LAPS) 1 Auerbach; 2 Bruton +5.562s; 3 Yeomans; 4 Kelly; 5 Welaratne; 6 Dominic Ryan. **FL** Auerbach 1m02.329s (66.40mph). **P** Auerbach. **S** 13.

FORMULA VEE QUALIFYING RACE (15 LAPS) 1 Luke O'Faolain (Sheane); 2 Gavin Buckley (Sheane) +0.770s; 3 Jack Byrne (Sheane); 4 Conor Molloy (Leystone); 5 Brandon Polley (Sheane); 6 Morgan McCourt (Leystone). **FL** McCourt 1m02.790s (65.91mph). **P** O'Faolain. **S** 13.

FINAL (15 LAPS) 1 Kevin Grogan (Sheane); 2 Justin Costello (Leystone) +0.557s; 3 Stephen Morrin (Leystone); 4 Buckley; 5 Dan Polley (Sheane); 6 Anthony Cross (Sheane). **FL** D Polley 1m02.375s (66.35mph). **P** D Polley. **S** 19.

FORMULA SHEANE (BOTH 16 LAPS) 1 Kevin Sheane Jr; 2 Brian Hearty +1.034s; 3 David Parks; 4 Mark Dunleavy; 5 Richard Kearney; 6 Chris McCabe. **FL** Hearty 58.465s (70.78mph). **P** Sheane. **S** 10.

RACE 2 1 Sheane; 2 Hearty +0.999s; 3 Parks; 4 Dunleavy; 5 Kearney; 6 McCabe. **FL** Hearty 58.726s (70.47mph). **P** Sheane. **S** 10.

HRC A HISTORICS (BOTH 14 LAPS) 1 Bernard Foley (MGB GTV8);



Brian Small (36) on the way to Snett Allstars victory

2 Steve Griffin (MG Midget) +13.158s; 3 Clive Brandon (Lotus 47); 4 Seamus Hobbs (MG Midget); 5 Wolfgang Schnittger (MG Midget); 6 Ed Cassidy (Sunbeam Tiger). **FL** Foley 1m04.403s (64.26mph). **P** Foley. **S** 12. **RACE 2 1 Foley**; 2 Griffin +8.207s; 3 Val Thompson (TMC Costin); 4 Brandon; 5 Cassidy; 6 Schnittger. **FL** Foley 1m04.532s (64.13mph). **P** Foley. **S** 10.

SEAT SUPERCUP IRELAND (BOTH 15 LAPS) 1 Rod McGovern; 2 Jonathan Fildes +2.094s; 3 Sam Mansfield; 4 Erik Holstein; 5 Brian Berry; no other finishers. **FL** Fildes 58.956s (70.19mph). **P** McGovern. **S** 7. **RACE 2 1 McGovern**; 2 Mansfield +1.652s; 3 Barry English; 4 Holstein; 5 Berry; no other finishers. **FL** McGovern 59.100s (70.02mph). **P** Mansfield. **S** 6.

SUPERCARS (BOTH 15 LAPS) 1 Peter Barrable; 2 Alan Dawson +6.161s; 3 Philip Jones; 4 Alan Kessie; 5 Ray Finnegan; no other finishers. **FL** Barry Hallion 1m00.740s (68.13mph). **P** Barrable. **S** 7. **RACE 2 1 Barrable**; 2 Kessie +3.523s; 3 Dawson; 4 Finnegan;

no other finishers. **FL** Barrable 1m01.320s (67.49mph). **P** Barrable. **S** 5. **FUTURE CLASSICS (12 LAPS) 1 MJ Farrell (Toyota Levin)**; 2 David Walsh (Mitsubishi FTO) +4.172s; 3 Ken Byrne (Toyota Celica); 4 Aidan Byrne (Toyota Celica); 5 Ger Byrne (BMW 323); 6 John Downey (Peugeot 205). **FL** Downey 1m09.642s (59.42mph). **P** Downey. **S** 14.

IRISH TOURING CARS (14 LAPS) 1 Shane Rabbitt (Mazda RX7); 2 Keith Campbell (VW Corrado) +17.621s; 3 Ulick Burke (Honda Integra); 4 Brian Sexton (Mazda MX6); 5 Alan Healy (Honda Civic); 6 Daniel Faherty (Honda Civic). **CW** Healy. **FL** Rabbitt 1m06.982s (61.78mph). **P** Rabbitt. **S** 8.

RACE 2 (11 LAPS) 1 Robert Savage (Honda Integra); 2 Rabbitt +0.019s; 3 Campbell; 4 Sexton; 5 Healy; 6 Faherty. **CW** Healy. **FL** Savage 1m00.919s (67.93mph). **P** Sexton. **S** 7.

FIESTA ZETECs (BOTH 13 LAPS) 1 Owen Purcell; 2 Mark O'Donoghue +0.225s; 3 Adam Johnston; 4 Alan

Watkins; 5 Philip Lawless; 6 Lloyd Murphy. **FL** Watkins 1m12.242s (57.28mph). **P** Thomas Mulready. **S** 21. **RACE 2 1 Purcell**; 2 Mulready +1.070s; 3 Roy Tobin; 4 O'Donoghue; 5 Watkins; 6 Colin Murray. **FL** Mulready 1m12.251s (57.28mph). **P** Mulready. **S** 21.

LOTON PARK HILLCLIMB

BRITISH HILLCLIMB ROUND 9 1 Scott Moran (3.5 Gould-NME GR61X) 44.43s BTD; 2 Trevor Willis (3.2 OMS-RPE 28) 44.98s; 3 Alex Summers (2.5 DJ-Cosworth Firestorm) 45.03s; 4 Wallace Menzies (3.3 Gould-Cosworth GR59M) 45.31s; 5 Richard Spedding (1.6 GWR-Suzuki Raptor) 45.79s; 6 Jason Mourant (3.5 Gould-Judd GR55) 46.36s; 7 Oliver Tomlin (4.0 Pilbeam-Judd MP97) 47.21s; 8 Sean Gould (1.6 Gould-Suzuki GR59) 47.39s; 9 Eynon Price (1.6 Gould-Suzuki GR59) 47.64s; 10 Steve Owen (1.0 OMS-Suzuki 28) 48.45s; 11 Graham Wynn (3.5 Gould-Cosworth GR55) 50.29s; DNF Ed Hollier (1.6

Empire-Suzuki 00 Evo).
ROUND 10 1 Gould 46.30s; 2 Menzies 47.16s; 3 Wynn 48.48s; 4 Hollier 48.80s; 5 Moran 49.52s; 6 Dave Uren (3.5 Gould-NME GR55) 52.31s; 7 Spedding 53.04s; 8 Summers 53.56s; 9 Willis 53.64s; 10 Mourant 53.86s; 11 Tomlin 64.23s; DNS Lee Griffiths (1.3s OMS-Suzuki 25).

CW Dave West (1.8 Peugeot 106) 61.96s; Paul Harris (2.0t Mitsubishi Lancer E6) 59.81s; Ray Lohr (2.1 Caterham-Vauxhall) 58.77s; Brad Drowne (1.4 Citroen AX) 59.48s; Sarah Bosworth (1.8 Lotus Elise) 56.14s; Mike Turpin (2.2s Vauxhall VX220) 55.46s; Andy Griffiths (1.3s Caterham Suzuki) 52.66s; Allan McDonald (2.4t Morris-Mitsubishi Mini-Evo) 53.86s; Owen 48.31s; Nev Rollason (1.6 Jamun M90FF) 59.40s; Spedding 45.73s; Tim Davies (2.0 Pilbeam-Millington MP88) 48.93s; Griffiths 48.34s; Menzies 44.89s.
POINTS 1 Willis 80; 2 Moran 68; 3 Menzies 65; 4 Will Hall 50; 5= Spedding and Summers 47; 7 Uren 37; 8 Mourant 34; 9= Hollier and Gould 31.



Junqueira (l) and Labonte raced in Euro NASCAR



Brands Hatch featured demo with Penske Indycar

WHAT'S ON



NASCAR stars go behind the mic on

IT'S A COMMON SIGHT TO SEE former drivers working as pundits alongside professional presenters in most TV coverage for motorsport, but last weekend FOX Sports took a different approach.

NASCAR is no stranger to shaking things up and, for Saturday's Xfinity Series race at Pocono, eight of their Cup series drivers hopped out of their cars after final practice for the premier-level race to present live coverage of the second-division action.

Last year's Daytona 500 winner Denny Hamlin and Danica Patrick assumed the role of TV 'husband and wife' to anchor the coverage, while Kevin Harvick, Joey Logano and Clint Bowyer were in the commentary booth. Ricky Stenhouse Jr, Ryan Blaney and Erik Jones were tasked with pit reporting duties.

The idea builds on what the broadcaster did last year, when it let current Cup drivers – including Harvick and Logano – guest commentate on the Xfinity races alongside presenters Adam Alexander and Michael Waltrip.

"For the most part, this group has

broadcasting experience, so the goal will be to keep the telecast moving between all the personalities and making sure every driver's unique views and personal experiences come through on the air," Pam Miller, race producer for FOX Sports, said ahead of the race. "We want the viewer to feel like they are sitting with a group of friends having a racing conversation."

It certainly felt like a refreshing take on NASCAR's TV coverage, with Patrick and Hamlin coming across well, even though they were tasked with the simple job of reading from an autocue.

Pocono Cup race winner Blaney interviews Xfinity victor Keselowski (en route to first place, below), who scored his first second-division win of the season last weekend

They also had some off-camera help from the regulars if needed, but it looked as if both were comfortable with the on-camera role.

Commentating on a NASCAR race can be a tough task because the action can often be 100 laps of procession that requires a stream of colour, with 20 or so laps of intense stop-start action towards the end. Harvick, Logano and Bowyer gave some insight from the booth into how Brad Keselowski, who was racing rather than analysing this time, eventually managed to win the race by drawing on their own experience at the Pennsylvania track.

They were perhaps given a helping hand from NASCAR's new-for-2017 format, which breaks up the races into three sections. And whenever there was a crash, they didn't seem to convey the shock factor that the regular commentators usually provide – instead replacing it with a nonplussed "oh look, someone's binned it." Although it was nice to not hear the word 'trouble' uttered, as it's a term the regular commentators often repeat too much.



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Xfinity TV

Stenhouse, Blaney and Jones did a good job on the pit road given how pressured that environment can get. But then they are drivers used to racing at 200mph, so gathering interviews probably isn't all that stressful.

The reaction on social media appeared to be positive from fans, media pros and fellow drivers alike, with Cup racer Landon Cassill even branding it "the greatest thing ever" on his Twitter page.

The drivers' special broadcast was a fun take on NASCAR's usual TV coverage that probably generated more exposure for the regular competitors in the Xfinity Series, despite the top three in the results being from the Cup series.

Looking at other supporting championships such as Formula 2 and World Series Formula V8 3.5, perhaps they could learn from this one-off approach and get current Formula 1 or World Endurance Championship drivers to swap the mic with the broadcast regulars to help bring more publicity to motorsport's rising stars.

RORY MITCHELL



HOT ON THE WEB THIS WEEK

YouTube **FORMULA 1'S CLASS OF 2017**

Search for: Inside the Monaco FIA Driver Briefing
F1's fan-friendly journey continues apace with this footage of the FIA driver briefing held before last month's Monaco Grand Prix. It's the first time in two decades that we've seen what goes on inside this inner sanctum; the similarity to a classroom dynamic does not go unnoticed below the line.

NEXT WEEK

ON SALE NEXT THURSDAY



LE MANS

All the action from the 85th 24 Hours

← **PLUS** Senna and the last great Lotus

INTERNATIONAL MOTORSPORT

LE MANS 24 HOURS WORLD ENDURANCE CHAMPIONSHIP

Rd 3/9
Le Mans, France
June 17-18

WATCH ON TV
Live Eurosport 1
Practice Wednesday 1500
Q1 Wednesday 2100
Q2 Thursday 1800
Q3 Thursday 2100
Race Saturday-Sunday 1400-1400
WATCH ON TV
Live ITV4
Race finish Sunday 0930

ROAD TO LE MANS MICHELIN LE MANS CUP

Rd 2/6
Le Mans, France
June 15-17

DTM
Rd 3/9
Hungaroring, Hungary
June 17-18
WATCH ON TV
Delayed BT Sport ESPN
Sat 1330, Sun 1400

EUROPEAN FORMULA 3
Rd 4/10
Hungaroring, Hungary
June 17-18

WATCH ONLINE
Live fiaf3europe.com,
Sat 0840, Sun 0905, 1500

TCR INTERNATIONAL
Rd 6/10
Hungaroring, Hungary
June 18
WATCH ON TV
Motorsport.TV, Sunday
0800, Sunday 1450

NASCAR CUP
Rd 15/36
Michigan, USA
June 18
WATCH ON TV
Live Premier Sports,
Sunday 1930

AUSTRALIAN SUPERCARS
Rd 6/14
Hidden Valley, Northern Territory, Australia
June 17-18

EUROPEAN RALLY CHAMPIONSHIP
Rd 4/8
Cyprus Rally, Cyprus
June 16-18

SCANDINAVIAN TOURING CARS
Rd 3/7
Solvalla, Sweden
June 17

UK MOTORSPORT

OULTON PARK BRSCC
June 17
FF1600, Mazda MX-5s, Ford XRs, Scottish Fiestas

SILVERSTONE MGLIVE!
June 17-18
Radical Challenge, Porsche Club, Midgents and Sprites, BCV8s, Iconic 50s, Thoroughbred Sportscars, Cockshoot Cup, MG Trophy, Equipe GTS

CADWELL PARK HSCC
June 17-18
Historic F3, Historic FF2000, Historic FF1600, Classic Racing Cars, Historic Touring Cars, Classic Clubmans, Historic Road Sports, '70s Road Sports, Classic FF2000, Formula Junior

ROCKINGHAM BRSCC
June 17-18
Alfa Romeos, Open Sports, Fiestas, Fiesta Juniors, MG



SILVERSTONE MGLIVE!

Metros, Northern Sports/Saloons, Scottish Minis, Scottish BMWs

BRANDS HATCH 750MC
June 17-18

Clio 182s, BMW 330s, Locost, RGB, Roadsports, Historic 750 Formula, Bikesports, Civic Cup, Sport Specials, Classic Stock Hatch, Hot Hatch, MX-5 Cup, M3 Cup, Super Cooper



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BRIDGESTONE

PETRONAS

GOODYEAR



FROM THE ARCHIVE

Jarno Trulli (Prost-Peugeot AP01) and Jean Alesi (Sauber-Petronas C17) have an uncomfortably close encounter at the restart of the 1998 Canadian Grand Prix. Both were in their spare cars after they were caught up in the first-corner crash that caused the race to be red-flagged immediately after the initial start.



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INTRODUCING



THOMAS LAURENT

YOUNG SPORTSCAR ACE PREPARES FOR LE MANS 24 HOURS DEBUT

If you'd never heard of Thomas Laurent when he started winning – or rather dominating – LMP3 in the Asian Le Mans Series two winters ago, there was no need to be embarrassed. Unless, that is, you were well versed in the goings on in the world of karting.

The Frenchman had never raced a car of any description before he was picked up by DC Racing for its Asian LMS assault with a Ligier-Nissan JSP3 over the winter of 2015-16. But he did happen to be a karting champion, and that's how he came to be signed by team owner David Cheng, who has promoted Laurent to his new Jackie Chan DC Racing LMP2 operation in the World Endurance Championship for the 2017 season.

The FIA's system of driver categorisation has a lot to do with Laurent's unusual career path. Without a car-racing start to his name, Laurent was rated as a bronze driver. And a quick bronze was just what Cheng was looking for.

He saw Laurent win the CIK-FIA KZ2 International Super Cup at Le Mans in September 2015 and quickly made contact.

"We met for dinner and we spoke about going to Asia for my future," says Laurent. "It seemed like a good option, and now I'm in LMP2 with them it turned out to be a very good option."

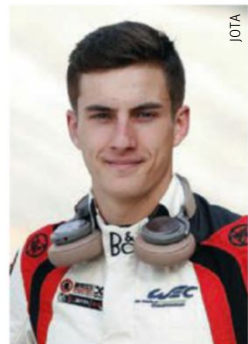
LMP3 was already on the agenda for Laurent. The funds weren't there for a move to single-seaters and, besides, he points out that "endurance racing was always my dream".

A second LMP3 campaign with touring car legend Yvan Muller's M Racing-YMR squad in 2016 yielded one win in the European Le Mans Series and another in the Road to Le Mans race on the morning of the 24 Hours. Cheng's masterplan for Laurent took him into P2 in Asia last winter with an ORECA-Nissan 03R. That was the final stepping-stone to the WEC.

Laurent and team-mates Oliver Jarvis and Ho-Pin Tung made a flying start to their 2017 campaign with victory at the WEC Silverstone series opener aboard their ORECA-Gibson 07. Now comes the big one at Le Mans this weekend.

"Racing at Le Mans will be very emotional for me," he says. "I know I need to keep improving and I don't want to run before I can walk, but LMP1 is my dream." ❧

GARY WATKINS



JOTA



- Age** 19
- 2017** 1st WEC (LMP2)
1 win
- 2016-17** 7th Asian LMS (LMP2), 1 win
- 2016** 8th ELMS (LMP3), 1 win
6th Porsche Carrera Cup France
1st Road to Le Mans
19th Porsche Supercup
- 2015-16** 2nd Asian LMS (LMP3), 3 wins
- 2015** 1st CIK-FIA KZ2 Super Cup
1st Coupe de France KZ2
- 2011-14** Karting

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